

West Coast District Municipality

IDP 2010-2014



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WESKUS-DISTRIKSMUNISIPALITEIT / WEST COAST DISTRICT MUNICIPALITY

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WEST COAST MAP



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FOREWORD BY MAYOR



The Integrated Development Plan is the most strategic tool of the West Coast District Municipality that supersedes all other plans that guides development at local level. The Integrated Development Plan brings to light how the West Coast District Municipality will distribute its resources throughout the West Coast Region.

We held numerous public participation meetings in our communities during the planning of the annual review Integrated Development Plan 2010/2014. Our public participation processes provides a distinct opportunity for communities to engage with us as politicians and the management team on issues which impact directly on their well-being. The latter however gives an opportunity for the West Coast District Municipality to inform communities what is possible in addressing their needs and what is not achievable in relation to our budget.

The annual Review of the Integrated Development Plan and Budget for 2010/2013 is an opportunity for us and the communities to assess our performance in terms of our strategic objectives that we have set for the 2009/2010 financial year. I further want to emphasize that we are operating on a three-year budgeting-cycle, thus it is of great importance that communities are aware of the fact that there are some projects that are still ongoing and will be completed before the end of the financial year on 30 June 2010.

The West Coast District Municipality had major achievements in 2009 such as the unqualified Audit Report which we have received 8 times in a row. The Mayoral Committee wants to extent a warm appreciation to the management and officials for their dedication in achieving this success.

One of the major functions as the West Coast District Municipality is to provide bulk potable water for 28 towns of the Southern West Coast Region which include the municipal areas of Swartland, Saldanha Bay and Bergrivier. To ensure that households receive sustainable water as a basic need and to enhance sustainable economic development for these areas for the long term we have conducted numerous research studies such as the following:

- Research conducted on sustainable, long-term alternative water resources for the Southern West Coast Region that is served by the Bulk Water Distribution System.
- This study has been completed and identified desalination plants for coastal towns as a medium term solution and a basin transfer scheme from the Breede River via Michells Pass as a long-term alternative water resource.
- Research was conducted on request by the Cederberg Municipality for sustainable long-term alternative water resources for the Northern Sandveld which includes Lamberts Bay. The Lamberts Bay desalination plant is currently planned and will go out on tender for construction in November 2010.





- A backlog rural survey for basic services (water, sanitation, roads, stormwater, solid waste, community facilities and electricity) was conducted in all the rural communities throughout the West Coast Region. This study has been completed with cost estimates that will address the backlogs in rural communities. We are currently applying for funding for the eradication of the backlogs of services in rural communities as identified through a priority list.
- A Bulk Water and Sanitation Master Plan is funded by the Department of Local Government and Housing that identifies all backlogs in bulk water and sanitation services in the WCDM as well as all five Local Municipalities in the West Coast Region.
- A comprehensive priority list for all Capital projects (with cost estimates) is drafted per district municipality and will be forged into a priority list for the Western Cape. This Master Plan will be completed by June 2010.
- It is important to note that the Water Services Development Plan of the West Coast District Municipality is the overarching management tool for all water services in the WCDM Area as prescribed by legislation and is updated every five years.
- Upon request from Cederberg Municipality the West Coast District Municipality is currently busy with a Section 78 investigation for the possible take over of the operation and management of all bulk water and sanitation services of Cederberg Municipality by WCDM.
- All the above mentioned studies are strategic components of the Integrated Development Plan of the West Coast District Municipality but because of the volume of these documents have not been attached to the IDP 2010/2011 but can be obtained from our municipality.

In 2009 the West Coast District Municipality received the 'Blue Drop' award for clean water in the District Management Area. The District Management Area received an ambulance stationed in Bitterfontein provided by the Provincial Health Department (Emergency Services). The West Coast Region won a platinum award in the category Provincial/Regional at the International Tourism Indaba Expo in Durban.

We furthermore in 2009 made numerous donations to small non-governmental organisations such as the Little Angels Crèche in Riverlands in Malmesbury. On 14-18 September 2009 we participated in the Beach-Cleaning-up campaign and were instrumental in raising awareness amongst the citizens of the West Coast. On 29 May 2009 we opened the Fire-Station in Saldanha Bay which cost the district municipality R6, 1 million. On 11 March 2010 we furthermore successfully opened the Malmesbury Fire Station and which is fully operational.

As part of our development objectives in empowering youth we send two grade 10 learners from the West Coast to partake in a congress in Limpopo namely 'A day in the life of an African Child'. The West Coast District Municipality successfully held our youth Day in the District Management Area.

The West Coast District Municipality in partnership with local municipalities and other organisations held a Drug and Alcohol Summit in Malmesbury which particularly highlighted the youths' battle with Alcohol and Drugs and the role we have to undertake in raising awareness on the negative impact drugs and alcohol can have in our communities.





The Department of Labour in conjunction with the West Coast District Municipality, successfully held capacity building programs in the District Management Area. As our vision is to ensure a 'Better Quality of Life for All', have we as the district municipality and local municipalities in partnership with the Department of Local Government and Housing successfully held the Ward Summit on 18 October 2009 which was to strengthen the functioning of ward committees in the West Coast.

We will continue in the 2010/2013 financial year aspire to address developmental issues experienced in the West Coast and place greater emphasis on human capital with our focus on empowering the youth, adults, disabled and the elderly in our role-out of educational programs which will meaningfully contribute to their well-being and self-esteem.

On 14-15 January 2010 the Mayoral Committee and the Management team successfully held a strategic session in aligning our strategic objectives with the Medium Term Strategic Framework (2009-2014) and Local Government TurnAround Strategy 2009.

We as the mayoral committee are fully aware of the developmental issues such as unemployment, poverty, illiteracy, scarcity of water, climate change and the housing backlog that are negatively impacting on the well-being of our people. We as the 'political champions' in the municipality will ascertain that the annual review of the Integrated Development Plan and Budget 2010/2013 strive as far as possible to address these challenging issues.

Lastly, as the Executive Mayor of the West Coast District Municipality I encourage our communities to take ownership of the annual review Integrated Development Plan and Budget 2010/2013 in becoming actively involved in our processes and provide further suggestions to us which will ensure a 'Better Quality of Life for All' in the region.

R Kitshoff (Executive Mayor)





Acknowledgements by the Municipal Manager



The Integrated Development Plan is the key strategic document in our municipality which sets a platform for communities, stakeholders, private sectors and non-governmental organisations to meaningfully engage with us. Meaningful engagement in the Integrated Development Planning Process needs to emulate on major and future developments in the West Coast District Municipality and encouraging potential investors to invest in the West Coast that will foresee the alleviation of poverty and the enhancement of economic growth.

It is our objective as the West Coast District Municipality to ensure a 'Better Quality of Life for All' by continuously evaluating and monitoring our implementation of basic service delivery in our communities. As a district municipality are we playing a key role in delivering bulk infrastructure water services to local municipalities and other support services.

We are aware of the minimum standards for basic services that we need to reach by 2014. In order to successfully implement on these we have conducted a rural backlog survey to can thus ascertain the number of backlogs of services throughout the West Coast Region. It is our mandate as the West Coast District Municipality to address social development issues which impact on the lives of our communities reiterating issues of concerns such as the basic services namely sanitation, water, electricity and refuse removal.

The Local Government Turnaround Strategy which was approved in November 2009 once again guides us as municipalities to conduct better service delivery and acknowledges that each municipality has its own unique strengths in implementing services in communities. The Local Government Turnaround Strategy in alignment with our Strategic planning was workshopped with the Mayoral Committee and Management Team. One can thus confidently attest to the fact that our strategic and implementation plan is aligned to the Local Government Turnaround Strategy.

In 2009/2010 financial year have we achieved tremendous successes as our budget was geared towards the implementation of infrastructure development, social and economic development throughout the West Coast Region which ultimately improved the livelihoods of our communities.

Our annual review of the budget and Integrated Development Plan 2009/2010 has taught us as management to evaluate our performance in meeting the basic needs of communities. In recognising that we as local government is not able to meet all the needs of communities have we formulated and strengthen our partnerships with communities, private sectors,





non-governmental organisations and community based organisations. The latter relations are important to draw on each-other's strengths in implementing programs and projects which will ultimately benefit the lives of communities in the West Coast.

We work closely with the local municipalities in the region and we strive towards ensuring the West Coast Region becomes a better place for our communities to reside in.

The high unemployment rate that are being experienced throughout the West Coast Region has encouraged us to contributed towards an Economic Development Summit in 2009 held by ArcelorMittal to enhance economic growth as well as SMME's Development in the West Coast region.

The West Coast Region has a lot of economic and tourism opportunities which can ultimately lead to job opportunities for the citizens of the West Coast Region. We are currently reviewing the West Coast Tourism Strategy for 2010-2015 to incorporate the strategy into the Regional Economic Development Strategy. The West Coast Tourism Strategy 2010-2015 will have great emphasis on marketing the region throughout the West Coast and ensuring that potential investors invest in the West Coast that will ultimately create job opportunities and alleviate poverty that are being experienced by our communities.

In 2009/2010 we encountered a lot of successes in implementing our programs and projects which were identified during our Public Participation Roadshows. We witnessed communities partaking in the Expanded Public Works Program, which afforded them with job opportunities, skills development and enhancing their well-being. It is our intention in the West Coast District Municipality to encourage and support communities to take ownership of their environment and to lead us as a municipality in building their communities.

One other major success which we encountered was our unqualified Auditor General Municipal Financial Report for 2008/2009. To build on this success in our municipality have we committed ourselves to continue building a clean, effective, efficient, responsive and accountable local government in our communities.

Lastly in the 2010/2011 budget and reviewed Integrated Development Plan will we continue to build on our successes by enhancing better service delivery and are motivated to create a stimulating environment where economic growth can be enhanced and the benefits reaped will address poverty related challenges by creating job opportunities for the citizens of the West Coast Region.

HF Prins (Municipal Manager)





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Chapter 1

Introduction and Background



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Chapter 1:

Vision

The West Coast District realises that our core responsibility and mandate is to be developmentally orientated, namely to inspire, encourage and ensure a safe, healthy, educational, economically viable and friendly environment that will enhance and harness a culture of self-reliance amongst the citizens of the West Coast Region.

Mission

To ensure that the West Coast District Municipality provides a Better Quality of Life for All in the West Coast Region through the encouragement of communities to participate in decision-making processes that will develop the citizens of the region to their optimal capacity.

The Vision and Mission of the West Coast District Municipality emanate from four strategic goals, namely:

- Environmental Integrity
- Economic Efficiency
- Social Well-Being
- Institutional Preparedness

Our Vision and Mission supports the Local Government Turn Around Strategy which is to aspire all municipalities to meaningfully contribute to a Developmental State through:

- Providing democratic and accountable government for local communities
- Be responsive to the needs of the local community
- Ensure the provision of services to communities in a sustainable manner
- Promote social and economic development
- Promote a safe and healthy environment
- Encourage the involvement of communities and community organisations in the matters of local government
- Facilitate a culture of public service and accountability amongst its staff
- Assign clear responsibilities to management and co-ordination of these administrative units and mechanisms.

Part of our mandate is to reflect on a continuous basis the implementation of service delivery issues thus we had our strategic management engagement where we established values such as **Integrity, Transparency, Loyalty, Ethics, Respect** and **Quality** which will guide us in being focussed in addressing developmental issues impacting on the lives of our communities.





Introduction and Background

1.1 Purpose and Process of Integrated Development Planning

Developmental local government should stem from a development-centred planning process that culminates in a product that is called an Integrated Development Plan which represents a single, inclusive and strategic plan for the development of the West Coast Region as a legislative requirement.

1.2 Legal Mandate

Section 34 of the Municipal Systems Act of 2000 emphasises that a municipality must:

- Review its Integrated Development Plan annually in accordance with an assessment of its performance measurements in terms of Section 41; and
- To the extent that changing circumstances so demand.

1.2.1 Integrated Development Planning

The Municipal Systems Act (Act 32 of 2000) provides clear guidelines as to the core components of Integrated Development Planning. Hence, a municipality's Integrated Development Plan must reflect the following components:

- The municipal **council's vision** for the long-term development of the municipality with special emphasis on the municipality's most critical development and internal transformation needs;
- An **assessment of the existing level of development** in the municipality, which must include an identification of communities which do not have access to basic municipal services;
- The **council's development priorities and objectives for its elected term**, including its local economic development aims and its internal transformation needs;
- The **council's development strategies** which must be aligned with any national or provincial sectoral plans and planning requirements binding on the municipality in terms of legislation;
- A **spatial development framework** which must include the provision of basic guidelines for a land-use management system for the municipality;
- The **council's operational strategies**;
- Applicable **disaster management plans**;
- A **financial plan**, which must include a budget projection for at least the next three years; and
- The **key performance indicators** and **performance targets**.





Chapter 2

Integrated Development Plan in Municipal Context



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IDP Context

2.1.1 IDP and Sectoral Plans

The sectoral plans are derived from the **analysis phase** of the Integrated Development Planning process and are compiled in consultation with communities, national and provincial departments, B-Municipalities, the private sector and other non-governmental organisations in the West Coast Region. The formulation of the sectoral plans provides clear guidelines to various stakeholders regarding the active role that needs to be fulfilled in the realisation and implementation of programmes and projects emanating from these plans. The West Coast District Municipality has a need for enhanced strategic engagement with national and provincial departments and requests that their planning be aligned with the strategic plans of the West Coast District Municipality and the B-Municipalities in the region.

2.1.2 IDP and Regional Economic Development Strategy

In 2007, the West Coast District, in conjunction with the B-Municipalities, successfully hosted the Growth and Development Summit in the region that culminated in the West Coast Regional Economic Development Strategy, which was approved by council. The following sector interventions to address economic development in the region have been derived from this strategy:

- Fishing and Aquaculture
- Women in Construction
- Tourism
- Oil and Gas
- Agriculture

It is the intention of the West Coast Regional Economic Development Strategy to have a meaningful impact on economic growth and job creation and to reduce and alleviate poverty in the region. In order to enhance economic growth in the region, the West Coast Regional Economic Development Strategy (WCREDs) identified four main objectives:

- Get the basics right and retain jobs
- Grow competitiveness amongst businesses
- Attract new investments and funding
- Share the benefits of growth in the West Coast Region

2.1.3 IDP and Poverty Alleviation Strategy

The West Coast Poverty Alleviation Strategy, which was approved in 2006 by council, has been derived from the region's Integrated Development Plan. This strategy's main objective is to address the daunting challenge of comprehensively addressing poverty as a multi-dimensional threat to sustain prosperity and social wellbeing in the West Coast Region.

The strategy is aimed at the development and identification of opportunities, programmes and projects that will:





- Effectively utilise and apply the local resource base for the benefit of local communities in the various local municipalities in the region;
- Increase the living standards of communities living in poverty through job creation, SMME development and encouraging investors to invest in the region;
- Enable the municipalities in the region to provide quality services and facilities for communities;
- Develop the human resource potential and opportunities for development.

2.1.4 IDP and Community Participation

Both the Municipal Structures Act (Act 117 of 1998) and the Municipal Systems Act (Act 32 of 2000) provide a statutory framework that broadly outlines a system of participatory democracy. The IDP and community participation cannot be separated; thus, by the same token one can say that the establishment and formulation of the West Coast Integrated Development Plan stems directly from the active participation of communities, the private sector, non-governmental organisations, and local authorities, national and provincial departments in the Integrated Development Planning process within the region. The West Coast District Municipality has compiled a Communication and Participation Strategy Framework which aims to facilitate proactive participation of all developmental role players.

2.1.5 Strategic Engagements

Strategic engagements with the various stakeholders were undertaken on various occasions to ensure that the strategic alignment regarding our planning for the West Coast Region is on par. These discussions are vital to ensure that our legislative mandate is being adhered to regarding community participation and, most importantly, to involve the private sector and non-governmental organisations to participate actively in the West Coast District Municipality's planning in our aspiration to alleviate and reduce poverty through harnessing a stable economic development environment.

2.1.6 Millennium Development Goals

Our strategic approach in the planning and formulation of the Integrated Development takes into consideration the Millennium Development Goals which informs our Development Priorities. The emphasis on the Millennium Development Goals is the following:

- Eradicate extreme poverty and hunger
- Achieve universal primary education
- Promote gender equality and empower women
- Reduce Child mortality
- Improve maternal health
- Combat HIV/AIDS, malaria and other diseases
- Ensure environmental sustainability
- Develop a global partnership for development.





Chapter 3

Socio-Economic Background of the West Coast Region



“Community development is the process by which the efforts of the people themselves are united with those government authorities to improve the economic, social and cultural conditions of communities, to integrate these communities into the life of the nation, and to enable them to contribute fully to national progress”



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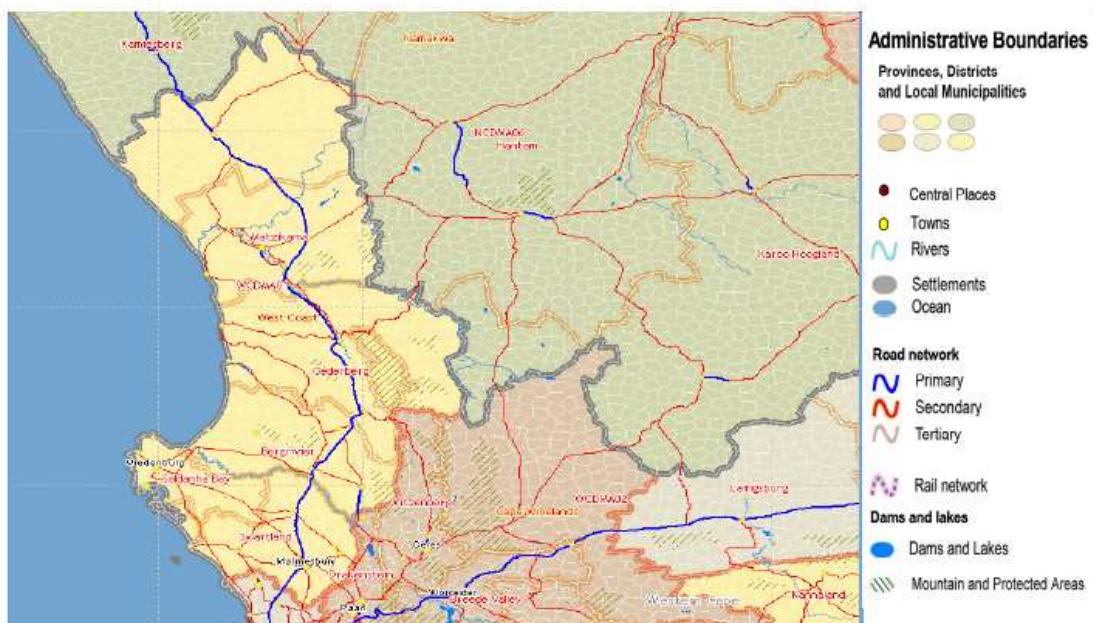
Chapter 3:

Socio-economic Background of the West Coast Region

3.1 Background

The West Coast District Municipality stretches over 400 km of coastline alongside the west-coast Atlantic Ocean of the Western Cape Province. The West Coast borders the Northern Cape in the north and the Cape Metro and Cape Winelands of the Western Cape in the south and south-east.

Map 1: Administrative Boundaries



Source: GAP 2007

The West Coast road links Cape Town to coastal towns such as Saldanha Bay and Paternoster. The national road (N7) stretches through the West Coast District and links Cape Town to towns such as Malmesbury, Moorreesburg, Piketberg, Clanwilliam, Vanrhynsdorp and Bitterfontein.

The West Coast District Municipality comprises five municipalities and a District Management Area (DMA). The local municipalities are Swartland Municipality, Bergrivier Municipality, Matzikama Municipality, Cederberg Municipality, Saldanha Municipality and the West Coast District Management Area.



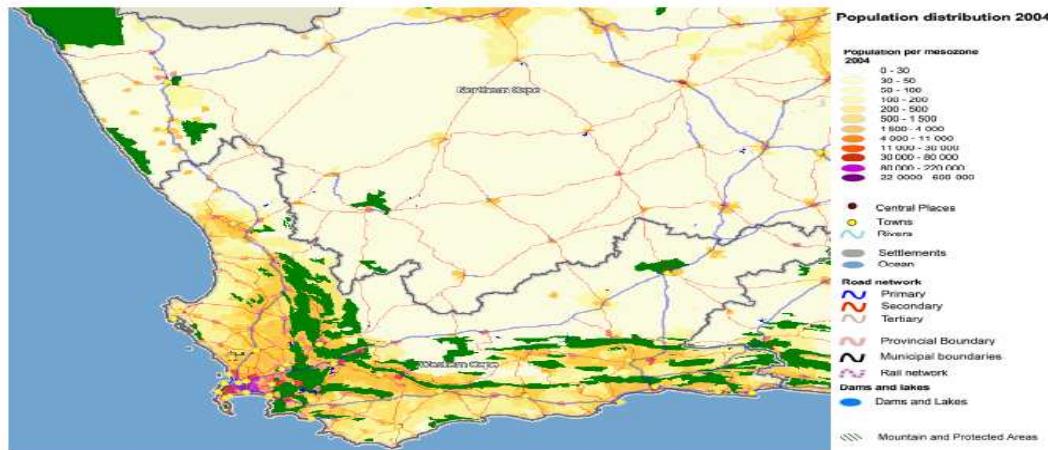
3.1.2 Demographic Trends

Table 1: District population and economic decomposition

Municipality	Surface (Sqr Km)	Population	Employed	Unemployed	Not Economically Active	GDP ¹⁶ R Million	GDP per capita
West Coast DM	31124.24	286,751	109,765	20,209	51,941	6,754,045	23554
Matzikama	5543.55	46,362	16,625	4,185	8,718	966,753	20852
Cederberg	7352.24	31,942	13,302	1,346	5,467	658,633	20620
Bergrivier	4265.69	44,741	17,331	2,061	7,403	746,933	16695
Saldanha Bay	1910.23	78,982	31,268	6,830	13,971	2,286,566	28950
Swartland	3691.95	77,524	29,182	5,143	14,810	2,027,284	26150
West Coast DMA	8360.59	7,199	2,058	644	1,573	67,878	9429

Source: Quantec 2008 and StatsSA Community Survey 2007

Map 2: Population Distribution



Source: GAP 2007

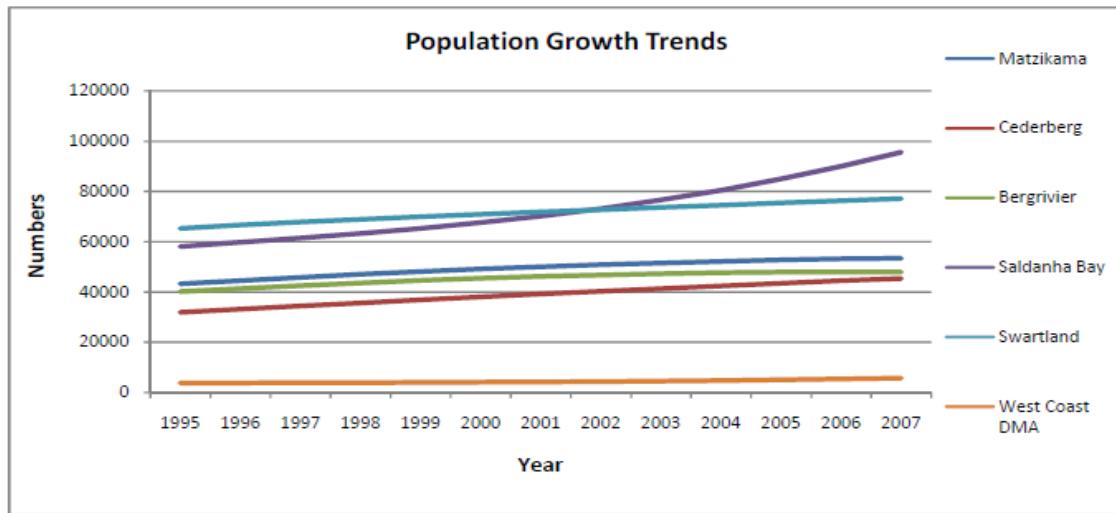
The West Coast Region's population, according to the Quantec 2008 and StatsSA Community Survey 2007 was estimated to be 286 751. In the population distribution Map it is evident that the population of the West Coast is thinly spread and major towns identified population rarely surpass 30 000.



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3.1.3 Population Growth Rates



Source: Quantec 2008

It is clear in the graph depicted above that Saldanha Bay Municipality and Swartland Municipality have had a major increase in population growth. This could be attributed to people moving to these areas mainly because of economic and employment opportunities. The West Coast District Management Area in contrary has shown almost no increase in people moving to the area.

A further aspect of the physical distribution of the population is that the urban/ rural composition of the northern municipalities (DMA, Matzikama, Cederberg, Bergrivier) is less urbanised than the southern municipalities (Swartland, Saldanha Bay) (as percentage of the total population per municipal area). The ratio between urban and rural did remain constant from 1996 until now but would be inclined towards an increase in migration to urbanised areas (which are mainly growth nodes as recipients from rural areas as well as other urban areas).

The West Coast District's population composition is estimated to be as follows:

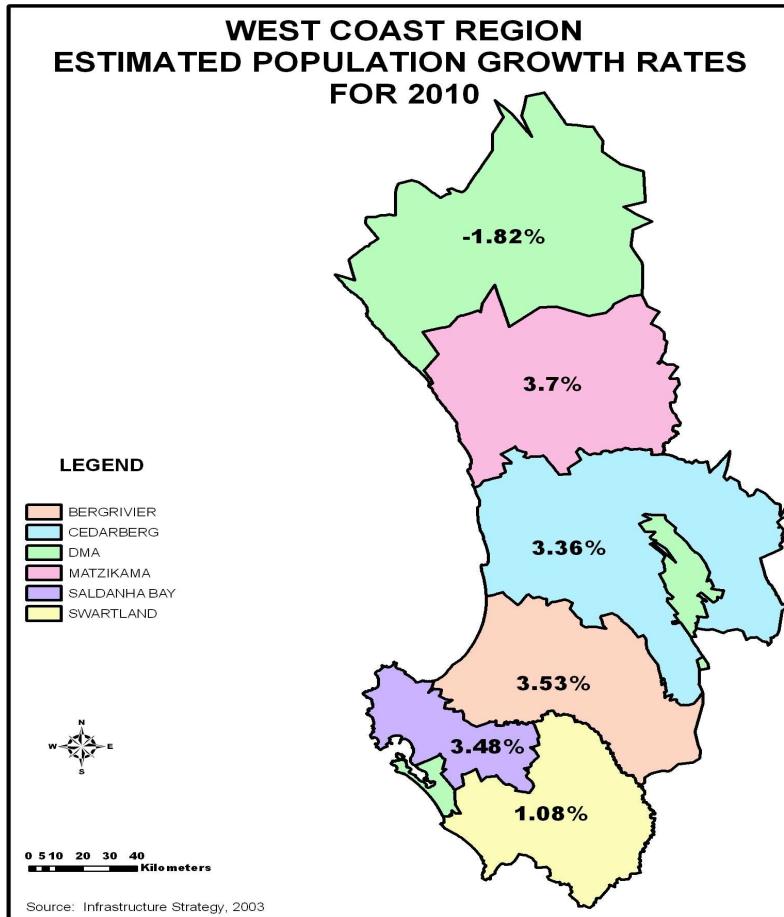
- Coloured households = 60% (47 245)
- White households = 20% (17 712)
- Black African households = 10% (8 327)



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West Coast Population Growth:



The West Coast District's estimated population growth rate for 2001-2007 was projected to be 2, 3%. It has been projected that there will be a decline in the district's population growth rate (1, 7%) by 2007-2015. This decline could possibly be attributed to the out-migration of the youth, who is in search of better economic opportunities. It is estimated that in 2010 that estimated population growth rate for Matzikama Municipality would be 3,7% whilst in 2005 the estimated growth rate was 4,75% thus showing a decline in the population growth in 2010.

The estimated population growth rate for the Saldanha Bay Municipality in 2005 was 4, 53% whilst in 2010 it is estimated that the population growth rate would be 3, 48% thus showing a decline in the overall population growth rate in the West Coast Region.



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3.1.4. Population and Household trends

Table 3: Population and household trends

Municipality	Series	1995	2001	2007	1995-2001 % change	2001-2007 % change
Matzikama	Population total	43295	50055	46362	15.6%	-7.4%
	Households total	11232	14044	11024	25.0%	-21.5%
Cederberg	Population total	31943	39203	31942	22.7%	-18.5%
	Households total	8227	10898	7999	32.5%	-26.6%
Bergvlier	Population total	40188	46187	44741	14.9%	-3.1%
	Households total	10104	12850	11730	27.2%	-8.7%
Saldana Bay	Population total	58093	70224	78982	20.9%	12.5%
	Households total	13957	18489	22779	32.5%	23.2%
Swartland	Population total	65319	71892	77524	10.1%	7.8%
	Households total	16029	18346	20180	14.5%	10.0%
West Coast DMA	Population total	3849	4246	7199	10.3%	69.5%
	Households total	951	1138	1559	19.7%	37.0%

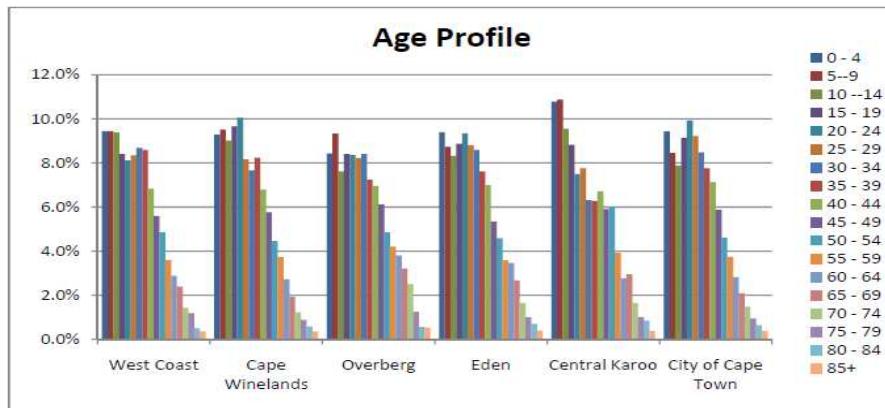
Quantec 2008 and Statssa Community Survey 2007

The data research in table three confirms that there has been a decline in population growth and households' growth in the Matzikama Municipality, Cederberg Municipality and Bergvlier Municipality.

In contrary to the latter there has been an increase in population growth and households' growth between 2001-2007 in Saldanha Bay Municipality, Swartland Municipality and the West Coast District Management Area.

3.1.5 Population Age Distribution/Districts

3.4 Age Profile



Source: Statssa Community Survey 2007





This graph reflects a community that represents a population pyramid that can be considered as normal in general terms with the only outstanding characteristic regarding the increase in the number of people in the age cohort between 30 and 40 years compared to the age cohort of 20 to 30 years. This can be ascribed to the constant home-coming of work seekers from areas other than the West Coast Region.

The research conducted in the West Coast District by the Actuarial Society of South Africa and StatsSA 2007 estimates that children aged 0-14 years account for 28.5% of the West Coast District Municipality's total population.

The youth accounts for 33.5% of the total population in the region. There is however a decrease in the youth aged 25-29 years. There is also an increase in the age group 30-34 years, which could be attributed to in-migration.

3.1.6 Education

There is a high degree of illiteracy in the West Coast Region. The region has few educational opportunities, but this is not an excuse for the high illiteracy rate in the area. It is estimated that 29% of the population older than 14 years are illiterate, and the learner-educator ratio is projected to be 37%.

Other educational initiatives are being launched in the region, such as the establishment of Further Education and Training Colleges and the West Coast District's active involvement in initiating AET programmes throughout the region.

In addition, various AET Satellite Programmes have been implemented in the District Management Area due to the high level of illiteracy prevalent in this area.

3.1.6.1 Education Profile

Category	Matzikama	Cederberg	Bergrivier	Saldanha	Swartland	West Coast DMA	Total
No Schooling	3140	2274	2108	2983	4972	575	16052
Some Primary	10383	7466	10733	14566	17728	1583	62459
Completed Primary	4499	3016	3966	4490	5599	762	22332
Some Secondary	13836	8954	12346	21258	20186	2443	79041
Grade12/Std 12	2918	1292	3336	14128	7372	390	29436
Higher	3766	4240	4438	10635	9558	218	32855
Total	38542	27242	36945	68060	65415	5971	242175

Source: StatsSA Community Survey 2007

In the table it confirms that a total of 16052 people in the West Coast Region have no schooling; whilst 79041 of the population has some secondary schooling. The Saldanha Bay Municipality according to the research demonstrates that 10635 of its population have higher education with Swartland Municipality following suit with 9558 of its population who has higher education.





3.1.6.2 High Education

Category	Matzikama	Cederberg	Bergrivier	Saldanha	Swartland	West Coast DMA	Total
College	811	975	1179	682	1810	35	5492
Technikon	434	355	424	12248	1520	12	4993
University	426	1232	918	2899	2065	36	7576
Total	1671	2562	2521	5829	5395	83	18061

Source: StatSSA Community Survey 2007

The Department Social and Economic Development are deriving educational initiatives that are being launched in the region, such as the establishment of Further Education and Training Colleges and the West Coast District's active involvement in initiating AET programmes throughout the region. In addition, various AET Satellite Programmes have been implemented in the District Management Area due to the high level of illiteracy prevalent in this area.

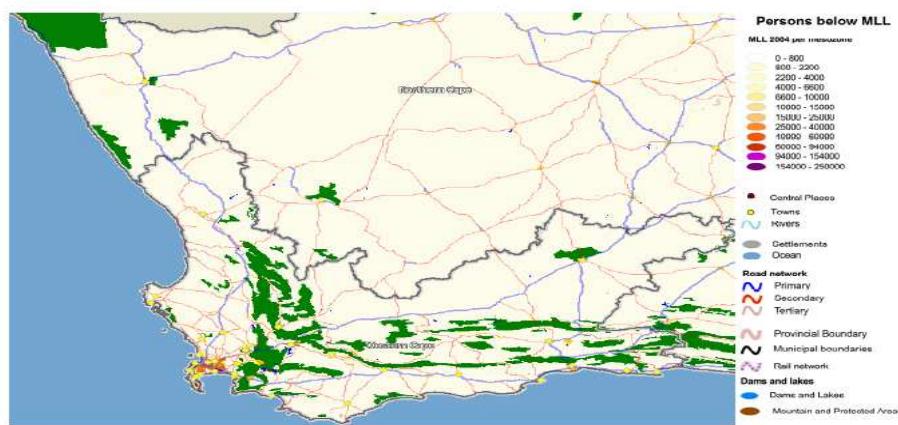
The Department of Education and the West Coast District in conjunction with the B-Municipalities need to devise a long-term educational strategy for the West Coast which will enhance educational opportunities in the region. As part of the West Coast District's intergovernmental relationship with the Department of Education in the Western Cape, the WCDM has successfully facilitated the re-opening of the primary school in the Algeria community. This is a major achievement for the community of Algeria as the children no longer have to travel 30-40 km outside the area. The West Coast District Municipality is in discussion with the Department of Education in establishing educational forums which will address issues and challenges relating to education in the various sub-districts.

During 2007 the Department of Agriculture opened a satellite campus namely the Cape Institute for Agricultural Training in Clanwilliam.

3.1.7 Household Income

The percentage of households with no income in the region is relatively high. This gives credit to the notion that the unemployment rate in the West Coast Region is high, where most of the people are dependent upon sectors such as agriculture, mining and fishing.

Map 4: Person Below Minimum Living Level



Source: GAP 2007



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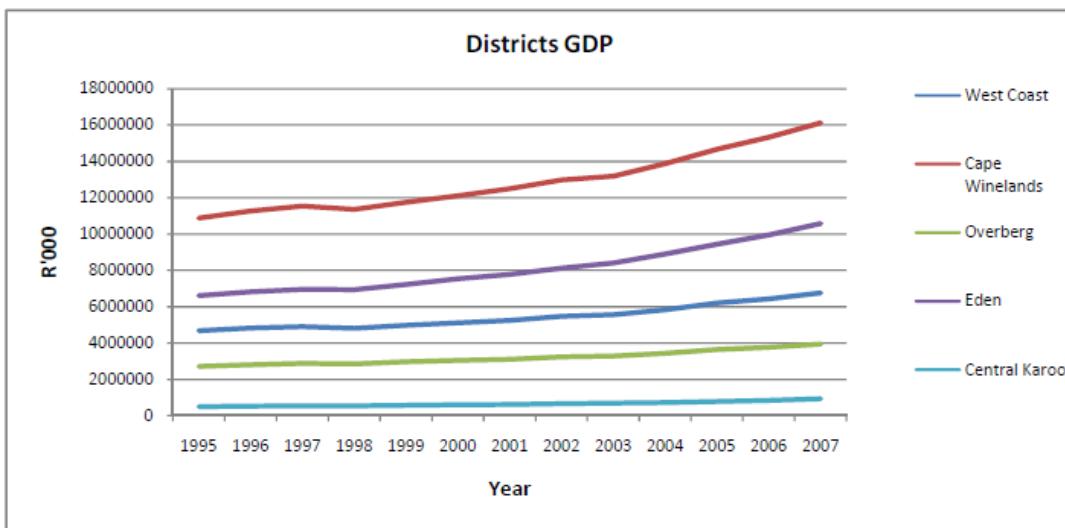


3.1.8 Economy

District Name	GDP (R million)	Population	GDP Per Capita
City of Cape Town	130,741,986	3,497,101	37,386
West Coast	6,754,045	286,750	23,554
Cape Winelands	16,121,501	712,418	22,629
Overberg	3,938,677	212,787	18,510
Eden	10,574,857	513,312	20,601
Central Karoo	923,470	56,231	16,423

Source: Quantec 2008 and StatsSA Community Survey 2007

Western Cape: Districts GDP:



Source: Quantec 2008

In comparison with the other districts, the West Coast District has the second highest GDP Per Capita after City of Cape Town and it has the fourth largest population in the Western Cape.

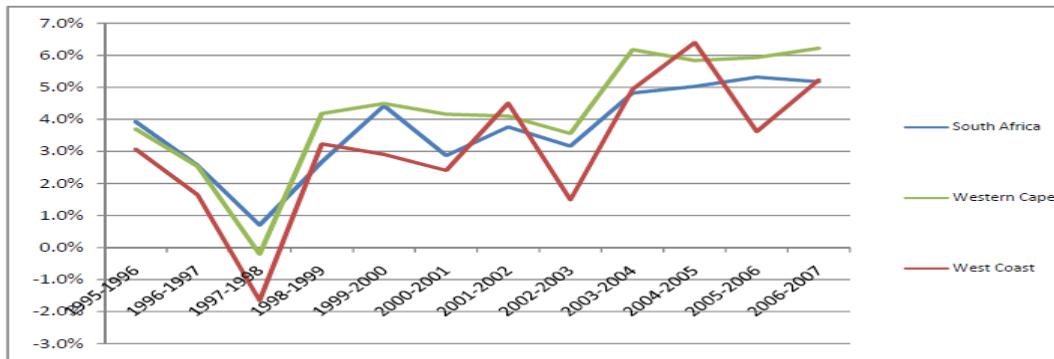
According to Quantec 2008 and StatsSA Community Survey the Cape West Coast's Region contributed R6, 754,045 to the GDP; therefore making it amongst the districts the fourth largest contributor to the GDP in the Western Cape.





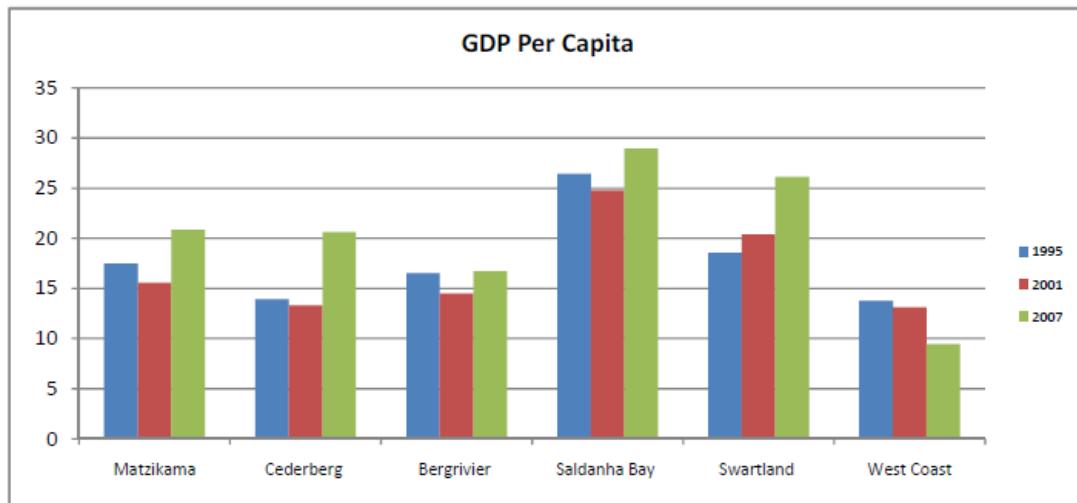
3.1.8.1 West Coast GDP Trends

Graph 1: GDP trends overtime



Source: Quantec 2008

West Coast: Local Municipalities: GDP Per Capita



Source Quantec 2008

The table reflects that the West Coast Region per capita GDP has grown in the past years except that of the West Coast District Management Area. The Saldanha Bay Municipality and Swartland Municipality shows an increase on the per capita GDP since 2001. According to the statistics the GDP for the district is volatile but has shown a more positive trend in 2001.

3.1.8.2 Economic Sectors

The main economic sectors contributing to the economy of the West Coast are the following:

- Manufacturing
- Agriculture
- Wholesale and retail trade, catering and accommodation; and
- Finance and the business service sector





Based on these past trends and current economic importance, the focus should be on ways to retain existing employment through restructuring the following key existing sectors/clusters:

- Agriculture
- Fishing and Aquaculture
- Construction and Mining
- Tourism
- Oil and gas

Table 11: GDP Contribution per Sector (R'000)

District	Agriculture, forestry	Mining	Manufacturing	Electricity & water	Construction	Wholesale & retail trade	Transport & communication	Finance and business	Community Service
West Coast DM	1170901	52157	1538699	109456	328735	1071140	589964	935119	957875
Matzikama	161260	31580	142436	31602	46531	164123	85714	112020	191487
Cederberg	165757	337	90659	5560	26350	154195	35269	82439	98066
Bergrivier	240428	6953	94646	5399	24698	116037	59923	84424	114424
Saldanha Bay	240682	6800	751146	20329	107715	339984	319439	208896	291574
Swartland	349316	5167	455988	46565	118121	286010	78152	445959	242007
West Coast DMA	13458	1319	3824	0	5319	10791	11468	1382	20317

Source: Quantec 2008

Table 12: LM Contribution to DM Economy

District	Agriculture, forestry	Mining	Manufacturing	Electricity & water	Construction	Wholesale & retail trade	Transport & communication	Finance and business	Community Service
West Coast DM	17.3%	0.8%	22.8%	1.6%	4.9%	15.9%	8.7%	13.8%	14.2%
Matzikama	2.4%	0.5%	2.1%	0.5%	0.7%	2.4%	1.3%	1.7%	2.8%
Cederberg	2.5%	0.0%	1.3%	0.1%	0.4%	2.3%	0.5%	1.2%	1.5%
Bergrivier	3.6%	0.1%	1.4%	0.1%	0.4%	1.7%	0.9%	1.2%	1.7%
Saldanha Bay	3.6%	0.1%	11.1%	0.3%	1.6%	5.0%	4.7%	3.1%	4.3%
Swartland	5.2%	0.1%	6.8%	0.7%	1.7%	4.2%	1.2%	6.6%	3.6%
West Coast DMA	0.2%	0.0%	0.1%	0.0%	0.1%	0.2%	0.2%	0.0%	0.3%

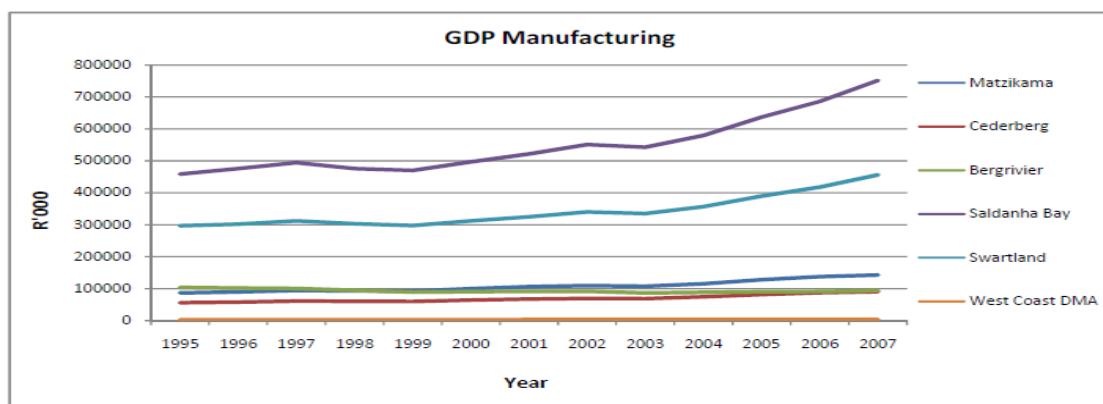
Source: Quantec 2008



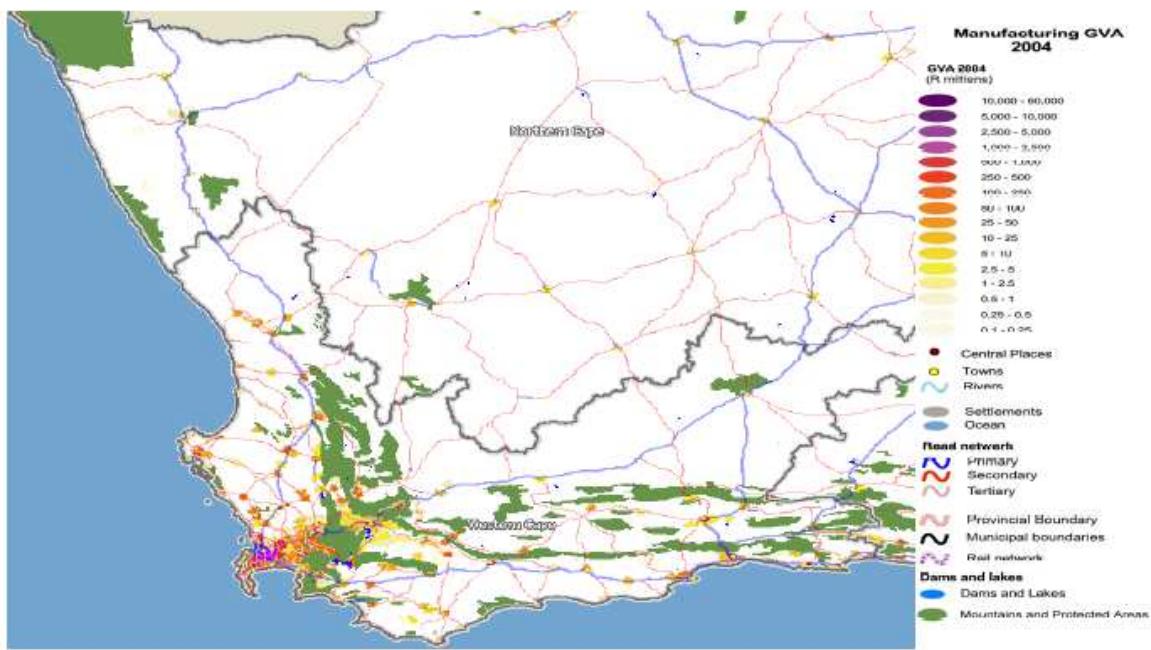
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Source: Quantec 2008



Source: GAP 2007

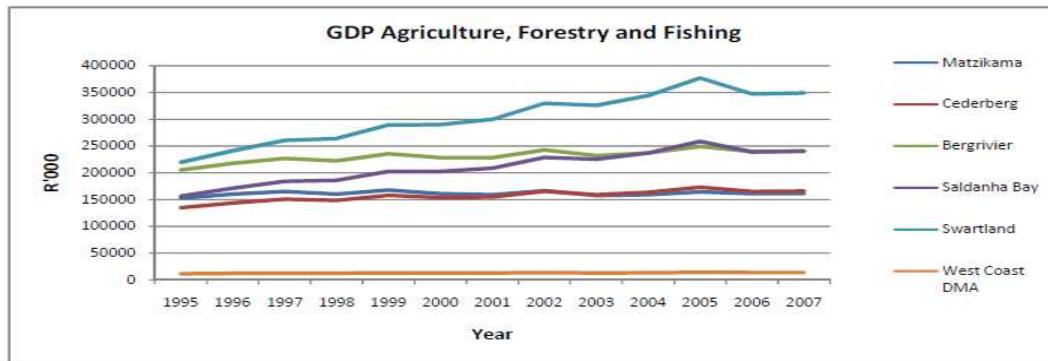
It is clear from the graph and Map depicted above that Saldanha Bay Municipality and Swartland Municipality are the main manufacturing centres in the West Coast Region whilst manufacturing also occur in a much lower level in other municipalities.



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West Coast: GDP Agriculture, Forestry and Fishing



Source: Quantec 2008

3.1.8.3 Employment/unemployment

The West Coast Region's unemployment rate is estimated to be 11%. The same estimate shows that people who are not economically active total 29% of the population with a further 60% being economically active. Despite an increase in population, it is estimated that from 1994-2004, formal employment declined by about 5000 jobs with a resultant marked increase in unemployment.

Table 8: Employment by District

Municipality	Employed		Unemployed		Not Economically Active	
	Nominal	%	Nominal	%	Nominal	%
West Coast	109763	60%	20209	11%	51940	29%
Cape Winelands	268803	59%	51921	11%	135446	30%
Overberg	79429	61%	17140	13%	34455	26%
Eden	186696	56%	42356	13%	101419	31%
Central Karoo	14302	43%	6347	19%	13001	39%
City of Cape Town	1250731	54%	405377	17%	677389	29%

Source: Statssa Community Survey 2007

According to the StatsSA Community Survey 2007 the West Coast District Municipality has a high number of people earning little or no income. It is found that the population without income most of them resides in the Saldanha Bay and Swartland municipal areas. The latter municipalities are the biggest economic contributors for the West Coast Region.



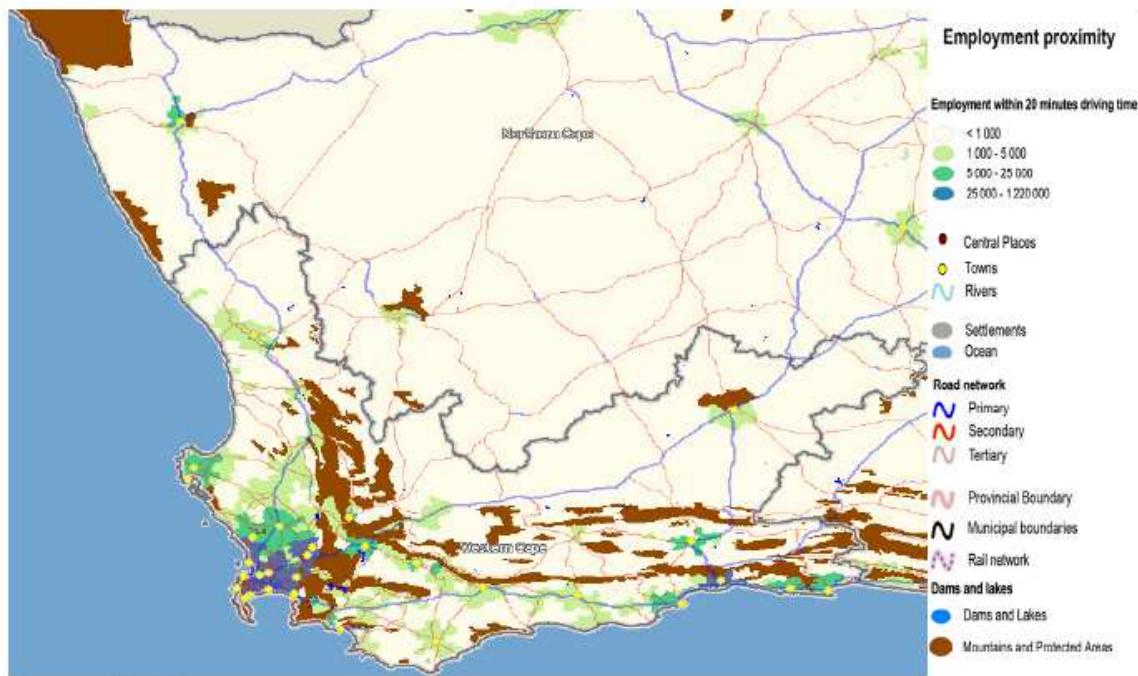


Comparing to the other districts in the Western Cape, the West Coast District Region seems to have a high number of people that are employed and a lower number percentage of people that are unemployed. One has to be concern relating to the high number of people that are not economically active.

The West Coast District Municipality in 2008 conducted a skills audit throughout the West Coast Region; which will be to capture peoples' expertise on a database. Swartland Municipality has furthermore been instrumental in conducting a skills audit in their area and has thus far make it a point to implement the information in placing people in job opportunities.

Employment Areas:

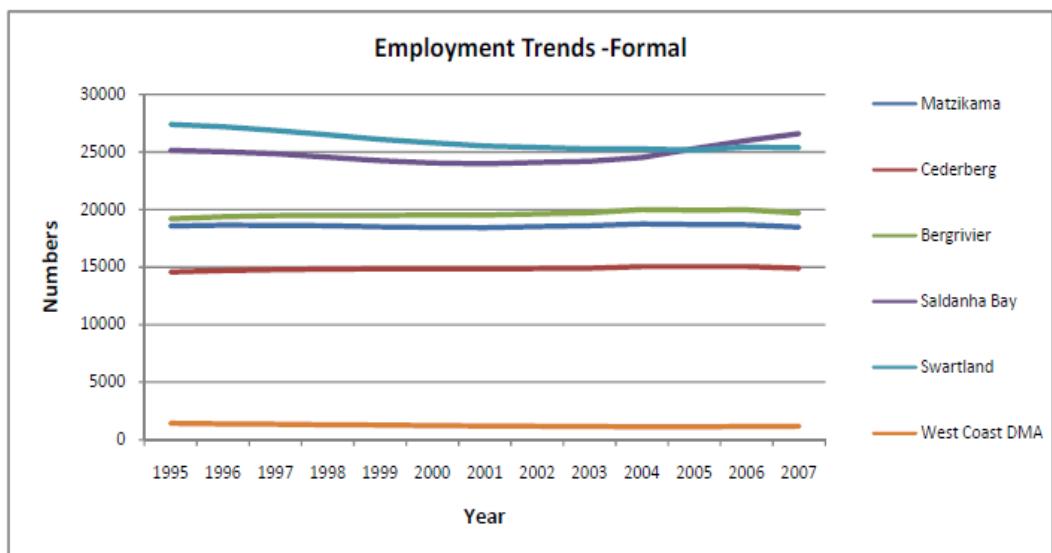
Map 6: Employment Proximity



Source: GAP 2007

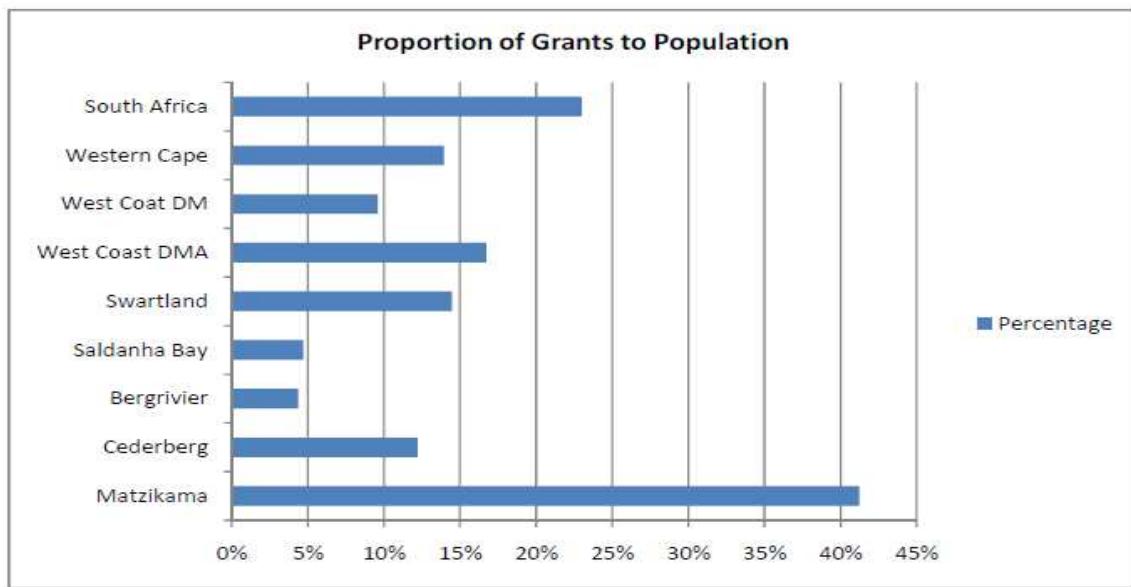
According to the Map it is clear that Saldanha Bay and Swartland municipalities are the most suitable in terms of providing people with accessibility to their work environment. The latter municipality boasts close proximity to employment opportunities as there are accessible amenities which most people enjoy. Most of the people have suitable modes of transport that allows them to get to work within a 20 minute driving time.





Source: Quantec 2008

Access to Social Services:



Source: StatsSA Community Survey 2007

According to StatsSA Community Survey it is found that 45% of the inhabitants of the Matzikama are dependent on social grants. The West Coast District Management Area with 18% of its citizens receiving social grants from the state. It is found that 14% of the Swartland citizens are accessing the social grants and the citizens of Cederberg municipality are receiving 12% of the social grants. The Saldanha Bay and Bergrivier municipalities' residents are believed to be least recipients of the social grants namely 4%.





Table 14: Social Grants Beneficiaries

Municipality	Old age pension	Disability grant	Child support grant	Care dependency grant	Foster care grant	Grant in aid	Social relief	Multiple social grants	Total
Matzikama	2027	1359	6262	153	24	263	102	0	10190
Cederberg	1348	758	2581	15	15	19	15	18	4769
Bergrivier	1363	830	2830	112	0	0	32	0	5167
Saldanha Bay	2169	1446	2697	0	0	90	0	0	6402
Swartland	3513	1946	3411	347	43	93	49	0	9402
West Coast DMA	500	242	1143	15	0	19	0	0	1919
Total	10920	6581	18924	642	82	484	198	18	37849

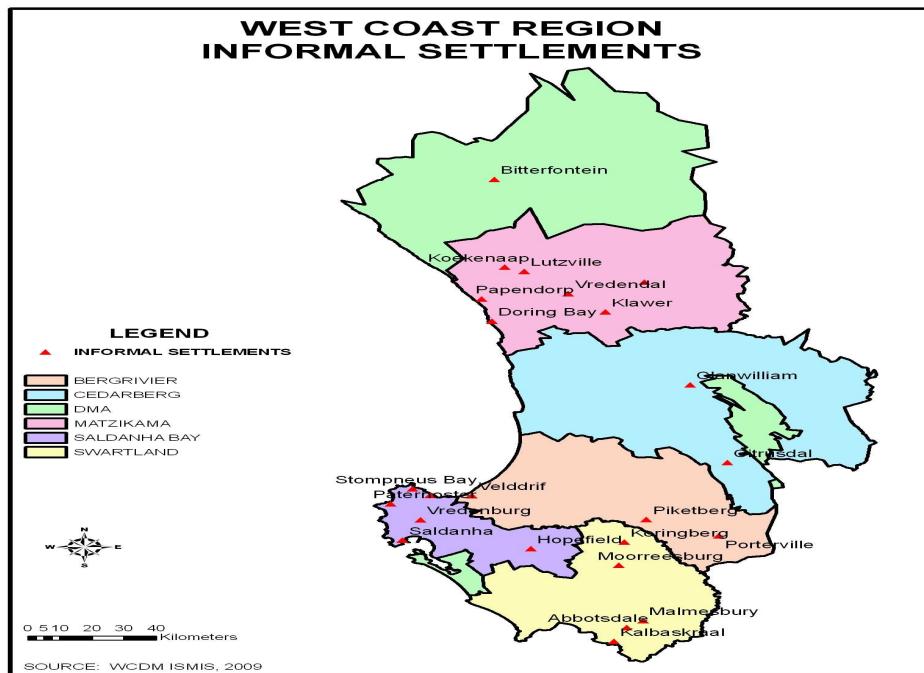
Source: Statssa Community Survey 2007

According to StatsSA Community Survey 18% of the West Coast Regions' population are social grants beneficiaries.

3.1.8.4 Informal Settlements

An increase of informal settlements in the West Coast Region is evident in the different municipal areas. Informal settlements are common in the following municipal areas:

- Saldanha Bay Municipality
- Swartland Municipality
- Matzikama Municipality



Backyard dwellers are a common problem in the municipal areas of Bergrivier, Cederberg and the District Management Area. Due to the influx of people to the Swartland, Saldanha





Bay and Matzikama municipal areas, informal settlements will become a common phenomenon mainly because these areas are experiencing major economic opportunities that attract people in search of social and economic opportunities.

3.1.9 Housing and Service Backlogs

Service Delivery Backlog	
Extent of services in rural areas still to be quantified	
Water	
Cederberg	Backlogs in Lambert's Bay/ Elands Bay
Sanitation	
Saldanha Bay	Need intervention with 1700 "outside toilets"
Cederberg	Need intervention to eradicate "bush toilets"
Waste	
Region	Integrated Waste Management Plans to be completed
Bergvlier	Solid waste disposal site needed
Matzikama	Solid waste disposal site needed
Cederberg	Solid waste disposal site needed
Electricity	
Region	Urban areas almost provided to full extend; consider new housing developments
Housing	
Saldanha Bay	Six approved housing projects; progress made with Housing Delivery Strategy
Matzikama	Large housing backlog – Vredendal = 2000; Klawer = 800; Doringbaai = 200; Vanrhynsdorp = 580
Cederberg	Backlogs exist
Swartland	7084 housing backlog
Bergvlier	2500 housing backlog

3.1.9.1 Housing Backlog

In all five municipal jurisdictions and the District Management Area in the West Coast Region, there is a backlog in housing. Due to the challenges faced by municipalities in terms of bulk infrastructure, it is also a major frustration for the municipalities to address the shortages of housing in the area.

Municipal areas such as Swartland, Saldanha Bay and Vredendal are also faced with the possibility of a large influx of people into their areas as the National Spatial Development Plan and a study on the Growth Potential of Towns have earmarked them as towns with the greatest economic potential. It is common that people in search of employment will relocate to areas where economic opportunities prevail.

3.1.9.2 Water Backlogs

According to an environmental health analysis published in the 2006/07 Annual Report, it was found that there are a number of households without access to a safe water supply in the West Coast Region. These backlogs in water provisioning are depicted per municipal area as follows:

- ❖ Matzikama 581
- ❖ Cederberg 401
- ❖ Bergvlier 425
- ❖ Swartland 376





It is assumed that the water backlogs could be more than the numbers highlighted above; thus it is important to mention that the West Coast District Municipality is currently finalising Ward Profiles in the region which ought to provide the district with a rigorous analysis of the backlogs in services throughout the region and, more importantly, in our informal settlements.

3.2. Safety and Security: West Coast Region

Safety and security issues are a major concern throughout the region. Due to the high rate of unemployment, most people attribute the high level of crime to the high percentage of poorer households in the region. Substance abuse is also on the increase, especially amongst the youth; thus people are linking substance abuse to the high rate of crime in their respective areas. There is one police station in the District Management Area, a situation which makes people in this area more vulnerable to the high level of crime taking place in their respective communities.

In the course of the public participation process, the need was expressed to either establish satellite police stations to render services to the eight settlements within the area or to establish another police station. The West Coast District does not have a comprehensive safety and security strategy in place for the region but wishes to engage with the Department of Community and Safety with a view to fulfilling a more rigorous and active role within the West Coast District in order to reduce the level of crime within the region.

3.3. Natural Environment

The West Coast's topography is governed by the geology of the area. The sandy plains of the Sandveld along the coast are unconsolidated quaternary sediments. These sediments form the basis of the rolling hills and plains of the 30 to 40 km-wide strip along the coast.

The West Coast Region falls within the Cape Floristic Kingdom, which is an international diversity hotspot. The region is also comprised of Succulent Karoo vegetation, which overlaps in areas with the Cape Floristic region. The West Coast is renowned for its exceptionally high levels of landscape and biological diversity.

The region incorporates two estuaries namely the Olifants River estuary and the Berg River estuary, which are two of only three permanently open estuaries on the West Coast of South Africa.

A bioregional planning approach, as adopted by the Provincial Government of the Western Cape, forms the basis of current spatial planning in the West Coast District. The main overarching goal of bioregional planning is therefore to improve the general status and sustainability of the natural and the man-made environments throughout the province. The Knersvlakte Bioregion is the first important planning initiative in this regard in the West Coast District.





Chapter 4

B Municipalities Strategic Overview



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Chapter 4

B Municipalities

	Swartland	Bergvlier	Cederberg	Matzikama	Saldanha Bay
Vision	We build sustainable partnerships with all our people.	Ensure the well-being of all inhabitants/people through economic growth, social welfare, community involvement and effective management inside a safe and healthy environment.	A visionary municipality that works for you.	A safe, peaceful and prosperous community.	Saldanha Bay – A Caring Municipality
Mission	We ensure social and economic stability and growth through the sustainable delivery of all primary and secondary services to all our interest.	To combine the urban and rural communities in the region into one powerful human resource to ensure future development and growth in the region.	To become a centre of services to the community, delivering optimal services in support of sustainable development, taking cognizance of the political, economical, environmental, social and technical factors that impacts on and challenges development.	To provide the community with an effective, affordable and quality service by means of sustainable development.	<p>It is the mission of this municipality to establish a system of caring governance through:</p> <ul style="list-style-type: none"> • Institutional transformation and Development • The promotion of Local Economic Development • The provision of basic services on an affordable, sustainable and equitable basis • Sound Financial Management practices to ensure a viable and sustainable municipality • Ensuring a sound system of public participation and Good Governance



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Strategic Objectives	<ul style="list-style-type: none"> ✚ Broadening of economic participation and the reduction of poverty ✚ Efficient and effective infrastructure ✚ Liveable communities ✚ Improved resilience and tolerance ✚ Enhancement of human capacity ✚ Sustainable resource use ✚ Greater spatial integration ✚ Effective public and non-motorised Transport ✚ Effective governance ✚ To reduce by 48% the number of households living below the poverty line by 2014 ✚ To achieve an economic growth to an annual average of 4.5% - 6% per annum by 2014 ✚ For 40% of all visitors to the Western Cape to visit the West Coast by 2014 	<ul style="list-style-type: none"> ✚ Motivated and representative personnel through: <ul style="list-style-type: none"> • Skills development • Training and effective utilization of personnel ✚ Managing and protection of property ✚ Effective communication ✚ Quality and balanced service delivery ✚ Accountable and transparent governance ✚ Effective customer services ✚ Effective infrastructure maintenance and development ✚ Effective policing ✚ Eliminating of housing backlogs ✚ Addressing of ward needs ✚ Local economic development 	<ul style="list-style-type: none"> ✚ Provision of democratic and accountable governance; ✚ Provision and maintenance of municipal services ✚ Management and conservation of the natural environment ✚ Creation and maintenance of a safe and healthy environment ✚ Promotion of tourism, agriculture, economic and rural development 	<ul style="list-style-type: none"> ✚ Town or infrastructure development to attract external investment and encourage local economic development through business development; ✚ Social investment to improve the individual's access to economic opportunity through increased skills and to improve the local economy by providing more skilled human resources. 	<ul style="list-style-type: none"> ✚ Double the current gross Regional Product by 2014 ✚ Create 50 percent more jobs in the local economy by 2014 ✚ Train an additional 750 technical tertiary qualified people by 2014 ✚ Achieve a 90 matric pass rate of grade 7 enrolled people by 2016, with an emphasis on maths and science ✚ Train 1000 people with the skills required in industry and manufacturing with a key focus on the engineering and oil and gas industry ✚ Create high profile partnerships
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Major Economic & Social Development projects	<p>Malmesbury Sewerage R8.995mil Upgrade of existing and new electricity R5mil Upgrade of streets R3mil</p> <p>Chatsworth Storm water R2mil Low Cost Housing Services Council R5mil</p> <p>Darling Electricity- Housing project R1.5mil</p> <p>Abbotsdale Sewerage R2.5mil</p> <p>Moorreesburg Construct Street and Retention Dam R6.113mil; Upgrade of Electricity Supply Klipfontein Station R15.2mil</p>	<p>Veldrift Upgrade waste water treatment works- R6.6 mil Electricity – R 3.2 mil Resealing of Streets-R1.2mil Sportgrounds-R1million</p> <p>Aurora Sport Grounds-R1mil Mooiplaas Electricity- R1.5mil Vehicle replacement Program- R1.2 mil</p> <p>Mooiplaas sewerage Line-R1mil Extension of Purification Works-R2.5mil</p> <p>Piketberg Water Line R1.8mil Upgrade of water purification works-R2mil</p>	<ul style="list-style-type: none"> • Waste Water Treatment Works Citrusdal R 42 million • Upgrade Electrical Infrastructure Clanwilliam R3-5 million • Water Provision Elands Bay Lamberts Bay R 9 million • Eradication of bulk infrastructure maintenance backlogs Cederberg Region R10 million • Replacement of aged fleet Cederberg Region R 3 million • Development of low cost housing: 4500 units Cederberg Region R134 million • Eradication of rural backlogs in 4 areas R 4 million (R1 million per Community) 	<p>Eskom Wind Farm Eskom is planning to build a wind farm outside Koekenaap in the Matzikama municipal area. The farm will generate 100 Megawatt of electricity. The commissioning date is scheduled for March 2010.</p> <p>Exxaro Namakwa Sands Provision of water pumping facilities to the Communities of Koekenaap R 400 000.</p> <p>Electrification of 400 informal houses in Vredendal North (Pola Park R 2 856 250).</p> <p>Construction of raw water dam in Lutzville Wes R 1 500 000.</p> <p>Development of a sustainable hydroponics agribusiness with BEE Partners R 1 600 000.</p>	<ul style="list-style-type: none"> • Electricity Distribution • Electricity Administration • Street lights • Municipal buildings • Solid waste: refusal removal • Solid waste: landfill sites • Streets • Main roads
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Backlogs & Services	<p>Capital Projects Ward 7 which consist of Abbotsdale, Kalbaskraal, Chatsworth and Riverlands, only has limited services and is highlighted as the area where the most capital projects are needed to eradicate historical Backlogs Housing - 8651 Tarr Roads – 45.9 km Water – 10.2 km Sewerage – 25.5 km Electricity- Upgrading and renewal</p> <p>Operational Projects The services in the Swartland municipal area are old. There are water pipes that are more than 70 years old and a replacement programme must realise as soon as possible</p>	<p>Housing and services backlog Housing Backlog (09)-2700 It is evident that the access to municipal services has improved in the municipal area from 2001 – 2007. It is the quality of municipal services will in the long term require attention</p>	<p>Service backlogs still exist in the area, especially in the rural parts. The eradication of the bucket system is a very high administrative and political priority for the municipality. Approximately 300 households are still using the bucket/bush system.</p> <p>Central to Cederberg Municipality's development challenges is the bulk service shortcomings.</p> <p>Although reticulation and distribution is sufficient from a service perspective, the bulk provision of water and sanitation are problematic.</p> <p>Funding support, either through long-term loans, private sector contributions, or grant funding will be of the utmost importance for</p>	<p>Housing The total shortage of houses amounts to 3229 as of May 2008. In order to address the housing backlog in Matzikama a significant amount of funds need to be invested in the construction of bulk infrastructure as additional houses demands an increase in infrastructure capacity.</p>	
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			<p>growth in the area.</p> <p>From an institutional perspective the major challenge of the municipality is the recruitment and retention of skilled personnel</p> <p>Other critical institutional issues relates to administrative and financial systems, as well as insufficient office space.</p>		
Major Investment towns	<p>Malmesbury The town recorded a 'high' category on both the quantitative and qualitative ranking of Development Potential.. On the whole, with a 14th position on the Development Potential ranking list of the 131 towns in the province, Malmesbury fulfills an important urban niche in the region and the province.</p> <p>Moorreesburg Moorreesburg registered on a 'medium'</p>	<p>Piketberg Public-sector activities related to the municipal head office, district offices, provincial government offices and other public functions provide a solid base for the local economy.</p> <p>Porterville recreational and tourism activities complement agriculture to provide the lifeblood of the local economy</p> <p>Veldrif and Dwarsskersbos Tourism, retirees and second home residents provides a solid base for the</p>	<p>-Infrastructure investment Elephants River development corridor (Citrusdal and Clanwilliam) and the Tourism corridor on the West Coast (Elands Bay and Lamberts Bay</p>	<p>Towns with "High" Development Potential: Strandfontein The town is listed 28th out of 131 towns on the province's growth potential of towns in terms of its development potential.</p> <p>Vredendal is by far the largest town in the area and it is also centrally located, rendering it the logical economic and administrative centre.</p> <p>Vanrhynsdorp, Klawer and Lutzville could be</p>	<p>Towns with "High" Development Potential: Saldanha-Vredenburg identified as one of two emerging settlement clusters or "Regional Motors" within the Western Cape .</p> <p>This "Regional Motor" is situated around the one of the largest natural harbours in the world and at the mouth of a wetland and lagoon system of international significance.</p> <p>Saldanha Port and the "Back of Port" area are</p>



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	<p>Development category on both the qualitative and quantitative analysis (rank 32), while its Needs levels are relatively low (rank 24) when compared to the provincial average. Moorreesburg performs well in the development components connected to Institutional services, Economic change and Regional Development.</p>	<p>local economy of these coastal towns</p>		<p>regarded as secondary Towns with established business districts.</p>	<p>regarded as critical for the growth of the region and seen as a major economic growth point in the Western Cape Province.</p>
<p>Developmental challenges</p>	<ul style="list-style-type: none"> The increase in debtor turnover from 46 days in 2007 to 55 days in 2008 must be stopped and turned around. Staff costs amount to more than 37%. We are a service delivery organisation where staff has a big role to play, but attempts must be made to lower staff costs to the norm of 33%. The long awaited implementation of the TASK job evaluation system can have a further negative 	<ul style="list-style-type: none"> Water- additional sources is required in Porterville, Eendekuil and Aurora; Water treatment works in Piketberg needs urgent upgrade to support the low cost housing; Ageing infrastructure is a concern and funding is sought for replacement; The recruitment of suitability qualified technical staff is a challenge; Sewerage- Funding 	<ul style="list-style-type: none"> The implementation of a integrated Asset Maintenance Program and the funding of the program Addressing of bulk service backlogs in order to unlock the development of medium and low income housing; Collection of all service and tariff debts To retain and attract personnel with critical skills, while developing existing personnel optimally 	<ul style="list-style-type: none"> address the housing backlogs; build new or upgrade existing infrastructure to accommodate new developments; make incentives for industrial development available; re-introduce existing railway line to transport goods to and from Cape Town; recycle at the proposed landfill site in Klawer to create sustainable employment; 	<ul style="list-style-type: none"> An economy in need of high impact public and private sector interventions to strengthen key sectors such as oil and gas, manufacturing and tourism which has significant growth potential and to share the benefits of growth. A social fabric shaped by the effects of poverty with significant underinvestment in education that undermine the development of the human potential of the



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	<p>impact, but it is also important for the retention of expertise.</p> <ul style="list-style-type: none"> • Staff members are increasingly engaged with administrative matters and we must endeavour to get the focus back on service delivery. • Streets, storm water, sewerage, water and electrical networks are in many instances older than 50 years and in certain instances even older than 90 years. Besides this, water, sanitation and electricity infrastructure are sub standard in certain areas and must get urgent attention. • Services backlogs in ward 7 are huge and it will cost almost R100 million to eradicate. 	<p>required for water treatment works for Velddrif, Redelinghuys, Aurora;</p> <ul style="list-style-type: none"> • Funding required for the expansion of treatment works for Piketberg; • Funding required for the expansion of the water network in Eendekuil; • There is no sewerage system in the smaller towns of Aurora and Redelinghuys and ground water sources are polluted; • Financial resources required to upgrade the 30km of gravel roads and ageing roads construction machinery; • Refuse removal- financial resources required for the construction of transfer station and collection points in Porterville, Aurora, Eendekuil and Redelinghuys; • Parks and gardens- 	<ul style="list-style-type: none"> • The creation a climate conducive for economic growth and development • The implementation of Batho Pele principles (client care) on all levels of the organization • Addressing our major four socio economic challenges together with government and non government agencies: <ul style="list-style-type: none"> • Education • Safety and security • HIV/ Aids • Health • The development and roll-out of a Disaster and Environmental Management Strategy • Implementation of Spatial Development Plan Action Plans • Promoting the interest and well being of the youth, children, women and disabled persons • Public transport challenges 	<ul style="list-style-type: none"> • encourage the development of small business with the support of mining companies and others; • support small-scale farming; • continue to support tourism development by ensuring that all aspects of tourism, marketing and development are addressed; • develop tourism-specific skills; • develop sector-specific skills; • develop and maintain community facilities from where social development can take place; • engage West Coast District Municipality to ascertain detail service information regarding the rural areas; • develop basic services in the rural areas by implementing the 	<p>municipality.</p> <ul style="list-style-type: none"> • A vulnerable ecological context that creates a need for ecologically sensitive development. • A spatial structure that maintains and increases inequalities and inefficiencies. • Institutional misalignment between spheres of government, including state owned Enterprises.
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		<p>expertise and funding required for the beautification of parks and town entrances;</p> <ul style="list-style-type: none"> • Sports ground and recreation- Outstanding LOTTO funding for completion of projects at Piketberg, Aurora, Eendekuil and Redelinghuys; • Funding is required for the construction of municipal offices. 		<p>WCDM rural subsidy through liaison with the relevant land owners;</p> <ul style="list-style-type: none"> • improve access to Anti-retroviral (ARV) drugs; • develop business skills through formal management training; and • source external funds to assist soup kitchens to improve their service 	
Support from WCDM		<ul style="list-style-type: none"> • Water • Developing skills and capacity; human resource support • Shared services • Promote tourism • Regional Economic Development • Archeo Paleo Strategy • Development of fire services 			



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Chapter 5

Provincial / Sectoral Geographic Investment



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Chapter 5

Sectoral Departments Investment

5.1 Department: Health

DISTRICT HEALTH SERVICES AND HEALTH PROGRAMMES

8 Divisional Priorities for 2008/2011

KEY PERFORMANCE AREAS	INDICATORS Based on APP 2008/09	Annual Report 2007/08	Provincial Target		
			2008/09	2009/10	2010/11
District Health System	Total uninsured population	3 614 470	4 157 385	4 272 388	4 390 627
	Total PHC headcount per annum	13 029 007	13 384 235	14 043 921	14 730 155
	PHC utilization rate (per uninsured person)	3.6	3.2	3.3	3.4
	Supervision rate at PHC facilities	44%	100%	100%	100%
	Number of fully networked PHC facilities with access to the Primary Health Care Information System (PHCIS) & the provincial Intranet	33	54	73	90
District Hospitals	Number of level 1 beds	2132	2300	2 311	2 311
	Bed utilization rate (based on usable beds)	79%	90%	85%	85%
	Average length of stay in district hospitals	3.3	3.3	3.0	3.0
	Percentage of district hospitals with Mortality and Morbidity meetings every month	71%	70%	80%	100%
Chronic Disease Management (CDM)	Number of prescriptions issued for chronic medication through an alternative supply system	1 420 000	1 450 000	1 480 000	1 500 000
	Number of CDM clients shifted from levels 3 & 2 to the District Health System	10 000	20 000	30 000	40 000
	Number of CHC's undertaking annual clinical audits for chronic diseases of lifestyle	38	40	50	60
Community Based Services	Total number of NPO appointed home carers	1343	2 300	2 500	2 700
	Total number of clients seen	16 823	23 000	25 000	27 000
HIV/AIDS Prevention & Management	Number of clients tested for HIV, excluding antenatal	266 682	324 000	340 000	360 000
	PMTCT transmission rate	5.2%	4.5%	4.0%	4.0%
	Cumulative number of clients on ART	37 435	45 756	55 652	65 652
TB Control	Smear conversion rate at 2 months for new smear positive PTB cases	77%	75%	76%	77%
	New smear Positive PTB cases cured at first attempt	74%	75%	76%	77%
Child Health	Full immunization coverage under 1 year	100 %	93%	93%	93%
	Developmental screening rate for all those under 1year	N/A	1.2	1.4	1.6

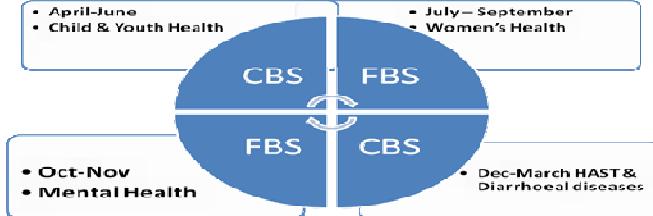


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Prevention Projects

4 Seasonal Interventions



Project / Program

Health Infrastructure Committee
CDC Wesbank, Malmesbury
Kalbaskraal

8 Division Priorities - Themes

- District Health Services
- District Hospitals
- Chronic Disease Management
- Community Based Services
- HIV/AIDS/STI
- TB Control
- Child Health
- Women's Health

5.2 Department: Water Affairs

Project / Program

Integrated Water Resources Management (IWRM)

Themes

- Water & the Environment Beukeskraal Erosion Project
- Water for Health & Food Security
- Water & Small-scale Infrastructure (i.e. Ebenhaeser & Agter-Witzenberg);
- Water for Resource Poor Farmers & for land and water reform (i.e. Loeriesfontein)

Other Successful projects

- Rainwater harvesting
- Pipeline installation
- Food Gardens
- Community Empowerment
- Water Resource Management
- Groundwater Projects



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5.3 Department: Local Government & Housing

Support to municipalities: Ward based IDPs

Programs for Municipal officials, ward councillors & reps; Ward committees, Sectors, NGOs & CBOs

- Train the trainer (2days training on CBP tools)
- Ward Based Planning (4-5 day process)

5.4 Department: Economic Development & Tourism

Project

Western Cape Aquaculture Strategy (5 year plan)

Programs

- Small-Scale Technical Aquaculture Short Course, including Life and Business Skills training for both Marine and Fresh Water aquaculture sub-sectors
- 3 courses for small-scale or potential farmers per annum (from 2010)
- Water Quality and Health Management Programme
- Build capacity of State Veterinary Services (Department of Agriculture in process to build capacity)
- Traceability and certification programmes according to international requirements to verify the origin of indigenous species.

5.4.2 Die Plek Plan

Projects

- To assist municipalities to develop sound and credible LED strategies
- To identify and develop opportunities in local and district municipalities and to support & produce credible business plans
- To work strategically with DEDAT and municipalities to grow and stimulate the local economic sectors
- To assist in investment decisions and allocation of resources
- To assist in the development of up to date profiles for local and district municipalities
- To work hand in hand with municipalities, IDP and LED managers in ensuring the successful implementation of economic strategies
- Municipal Engagement [Top management and councillors, Local and Regional Development Opportunities, Planning, Scoping, Assessing, Viability Testing, Alignment & Assistance with process development of LED Initiatives]
- Municipal Opportunities
 - High Impact on LED and Development Goals
 - Local municipal area or District related;
 - Aligned with MEDS Priorities for the Region, but not limited to;
 - Positive links between two or more local Sectors; and
 - New, Unique, Locally inspired and complementary.



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5.4.3 Arcelor Mittal

SMME SUMMIT 2009

Overall Objectives

In order to effectively facilitate strategic thinking and change implementation, SMME's must be enabled:

- To see the big picture --- to simplify and understand the complexity of forces impacting their enterprise, so they can choose the best strategic direction;
- To engage all key stakeholders --- to build a sense of ownership and responsibility among all relevant stakeholders so they can contribute their best thinking to the challenges ahead, and be willing to put their plans into action when it is time to implement;
- To build a blue print that promotes ongoing dialogue and coordinated change throughout the enterprise; and
- To develop and create dynamic enterprises.

OBJECTIVES OF SMME SUMMIT

- Setup steering committee/working team
- Host Enterprise Development Dialogue
- Develop database on SMMEs
- Summit /Exhibition
- Launch of the structure

5.4.4 SAWEN

Vision

SAWEN will represent and articulate the aspirations of all women entrepreneurs (existing and potential) that operate within the South African SMME sector.

Mission

SAWEN is a South African National Network that facilitates and monitors the socio-economic advancement of women entrepreneurs and their positive impact on the country's economy.

Objectives

- To provide a national vehicle that brings women together and addresses the challenges faced by them;
- To lobby government, public and private institutions on such issues. However, this is not limited to policy, legislation and /or proposed legislation affecting either directly and indirectly the trade and commerce activities of women entrepreneurs;
- To align SAWEN with other bodies or organizations with similar business at both a national and international level, and to leverage the relationships arising out of these alignments for the benefit of its members;
- To facilitate access to business resources, information and opportunities for South African women entrepreneurs in a way that promotes their effective; and
- To profile and affirm women in business leadership positions in both the public private sectors.



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Output / Products

- Effective networking forums with other players in the economy both locally and internationally;
- Training and Capacity Building forums for learning, exchange of experiences ultimately leading to the growth, profitability and sustainability of enterprises;
- Organised forum where knowledge and expertise are gained on current business trends in the field of policy and business operations both locally and internationally;
- Provision of pertinent business information leading to business opportunities available both locally and internationally;
- Organised trade mission facilitating international exposure to the global economy;
- Reliable database of South African women entrepreneurs operating within the economy;
- Reliable information to various business services provided by the public and private sector both locally and internationally; and
- Increased number of SA women entrepreneurs.

Services Rendered

- Organising networking forums with provincial, national, regional and international business organisations and partners;
- Lobbying and advocating enabling and supportive legislation, policies and strategies;
- Gathering and updating the database of women's enterprises and services rendered by these;
- Facilitating access to pertinent business information and opportunities;
- Facilitating capacity building and training initiatives;
- Providing business advise; and
- Facilitate easy access to key decision and policy-makers in both politics and business.

5.5 Department: Trade & Industry (dti)

Project

Support to the 2nd Economy

Program	Purpose	Strategic Objectives	Offerings
BBSDP	To stimulate broader participation in the economy by Black owned SMME's through the provision of Business Development Service	<ul style="list-style-type: none"> ■ To leverage the competitiveness of black owned enterprises through the provision of appropriate support measures (i.e. business development services). ■ Management of royalty payments for transfer of skills and technology 	<ul style="list-style-type: none"> • Black Business Suppliers Development Programme (BBSDP) 90:10 cost Sharing Incentive <p>Management of royalty payment</p>



Program	Purpose	Strategic Objectives	Offerings
CIS	To stimulate broader participation in the economy by Black owned SMME's through the provision of Business Development Services	<ul style="list-style-type: none"> Promote co-operatives through the provision of a 90:10 matching grant. Improve the viability and competitiveness of co-operative enterprises by lowering the cost of doing business. Assist co-operatives to acquire their start-up fixed assets and working capital. Build an initial asset base for emerging co-operatives to enable them to leverage other support. Provide an incentive that supports broad-based black economic empowerment. 	Cost-sharing incentive scheme which assists with 90% start up, fixed and working capital costs of existing and expanding co-operatives.

Program	Purpose	Strategic Objectives	Offerings
EMIA	To partially compensate exporters for cost incurred in respect of activities aimed at developing export market for South African goods and services and recruit new foreign direct investment into South Africa.	<ul style="list-style-type: none"> Providing marketing assistance to develop new export markets and growing existing export markets Assistance for the identification of new export markets through market research (PMR). Assistance to companies to increase their competitiveness by supporting patent registrations, quality marks and product marks. Assistance with facilitation to grow Foreign Direct Investment through mission and Foreign direct Investment research assistance. To increase the contribution of black owned and small medium enterprises to South Africa's economy. 	<ul style="list-style-type: none"> Individual Exhibitions Individual Inward Missions Primary Market Research and Foreign Direct Investment Sector Specific Assistance Scheme (Emerging Exporters) SA Capital Goods Feasibility Study





Program	Purpose	Strategic Objectives	Offerings
EIP	<ul style="list-style-type: none"> To promote investment in the manufacturing sector To promote job creation outside the traditional tourism destination clusters 	<ul style="list-style-type: none"> Accelerate investment in lead sectors of Capital/transport equipment and Metals fabrication, Chemicals, Plastic fabrication and Pharmaceuticals; Furniture; Automotive and Components Increased BB-BEE participation in the tourism and manufacturing Increased Tourism Investment outside of the 3 metros of eThekwin, Cape Town and Johannesburg Promote Geographic spread of manufacturing activity. 	<ul style="list-style-type: none"> MIP - Investment grant of 15% of qualifying investment costs in plant, machinery, equipment, commercial vehicles, land & buildings TSP - Investment grant of 15% of qualifying investment costs in furniture, fittings, equipment, tourism vehicles, land & buildings

CHALLENGES:

- Improve IT efficiency, Management information systems and better reporting on achievements;
- Quality of service delivery;
 - Increasing geographic spread to beyond Cape Town
 - Creating sufficient, flexible capacity to be able to ramp-up as uptake of programmes increase
 - Capacity to offer sufficient handholding support to micro enterprises to ensure sustainability of interventions
- Human Resources: Capacity constraints;
- Fraud and Corruption;
- Space Planning ;
- Better co-ordination with other support instruments of government such as non-financial support by SEDA or provincial initiative;
- Keeping programmes sufficiently simple to facilitate access without compromising integrity to programmes; and
- Monitoring and evaluation

5.6 Department: Government Communications & Information Systems (GCIS)

Project

Strategic Communication Framework 2009-2014

PURPOSE

- Proposes a five-year communication strategy that entails medium- to long-term communication plans
- Long-term communication plan will lead to better planning, implementation and continuous assessment
- This approach will allow time for the newly structured departments to establish communication units



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- Will be linked to the mandate period and the electoral cycle 2009 – 2014
- In this mandate period, government communication will be driven by coherent messages under an overarching five-year theme: **“WORKING TOGETHER WE CAN DO MORE”**

OBJECTIVES

Government's communication should be driven by the need to:

- Sustain public confidence in government's ability to deliver;
- Make real the vision of a government that cares and is in touch with people;
- Build government's capacity to communicate coherently and effectively;
- Acknowledge the context of the 15 years of the work of government; and
- Market South Africa abroad and build consensus on South Africa's brand articulation.

CHALLENGES

- To sustain the generally positive post-election mood;
- It is essential that communication is linked to visible implementation of the electoral mandate;
- In the context of the forthcoming local government elections heightened communication should be visible and tangible on how government has improved the lives of the people and that there are practical intervention plans to make this sphere of government works better; and
- The articulation of an overarching message over this period to mobilise the whole nation towards a common vision at home and abroad is vital.

5.7 DEPARTMENT : COMMUNITY SAFETY - SOUTH AFRICAN POLICE SERVICES (SAPS)

The South African Police Service in Western Cape Province developed a Strategy in 2003, called the People Orientated Sustainable Strategy (POSS).

The elements of the strategy are as follows:

- Reduce Crime
- Critical assessment
- Geographical approach
- People focus
- Access to services
- Partnerships
- Crime generators
- Capacitate stations
- Culture of accountability
- Back to basics

During a Strategy review in 2008, the seven (7) key result areas were identified to increase levels of safety.





The key result areas are as follows:

- Sustain and build new partnerships
- Attain set targets
- Address crime generators i.e. drugs, alcohol and gangsterism
- Standardise practices (Facilities and client oriented personnel)
- Co-ordination and integration (Provincial Command Centre)
- Monitoring and evaluation (Managers held accountable)
- Qualitative Resource Management (Value for money)

The developmental priorities and geographic investments as outlined in your respective document are realised through the implementation of the above mentioned key result areas.

It is worthy to note that the creation of conditions for economic growth and development come as a result of a safe and secure environment, of which the Police are responsible for.

5.11 NATIONAL DEPARTMENT: THE SOUTH AFRICAN NATIONAL ROADS AGENCY LTD (SANRAL)

ROUTE	TYPE OF PROJECT	DESCRIPTION	BUDGET YEAR
N7/2&3	Reseal	Malmesbury - Piketberg	2010-2011
N7/3	Special Maintenance	Piketberg - Piekenierskloof Pass	2011-2012
N7/3	Improvement	Citrusdal-Cederberg	2011-2012
N7/3	Improvement	Piekenierskloof Pass	2011-2012
N7/3	Improvement	Cederberg - Clanwilliam	2011-2012
N7/4	Reseal	Clanwilliam - Trawal	2012-2013
N7/5	Reseal	km60 - Bitterfontein	2012-2013
N7/4	Reseal	Trawal - Van Rhynsdorp	2013-2014
N7/8	Reseal	km32 - Vioolsdrift	2013-2014
N7/5&6	Reseal	Section 5:Van Rhynsdorp - km30 Section 6: km30 - km60	2015-2016

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DEPARTMENT: AGRICULTURE							
Strategic Objective	Development Priorities	National/Provincial Sectoral Depts.Longterm Strategy	Programs/ Projects	Geographic Investment	Budget	Financial Year	
<i>Local Economic Development</i>	Economic Development	Land Reform	Jaagvlak Wolfkloof Boerdery Trust	Cederberg	R 530,000	2010	FSD
	Economic Development	Land Reform	Klein Bergrivier Werknemers Trust	Bergrivier	R 150,000	2010	
	Economic Development	Land Reform	Zandberg/Suiderland Boerdery (Radyn Plaaswerkerstrust)	Cederberg	R 460,000	2010	
	Economic Development	Land Reform	Aurora Landbou Trust	Bergrivier	R 1,275,000	2010	
	Economic Development	Land Reform	Griekwa Burger boerdery	Matzikama	R 280,000	2010	
	Economic Development	Land Reform	KEP Trust(Eikevlei) Boerdery	Matzikama	R 430,000	2010	
	Economic Development	Land Reform	Moutonsvallei Trust (Oakview Village Trust)	Bergrivier	R 150,000	2010	
	Economic Development	Land Reform	Langrug Boerdery Trust	Bergrivier	R 650,000	2010	
	Economic Development	Land Reform	Cedar Citrus(ALG Boerdery)	Cederberg	R 217,000	2010	
	Economic Development	Land Reform	Bergendal Werknemerstrust	Cederberg	R 620,000	2010	
	Economic Development	Land Reform	Redelinghuys Kleinboere	Bergrivier	R 100,000	2010	
	Economic Development	Land Reform	Elandskloof Community Esential oil	Cederberg	R 93,000	2010	
	Economic Development	Land Reform	Wellbeloon Landbou Trust (Finacial Record keeping)	Bergrivier	R 5,000	2010	Economists
	Economic Development	Land Reform	KEP Trust (Financial Record keeping)	Matzikama	R 15,000	2010	
	Economic Development	Land Reform	Jaagvlak Wolfkloof Boerdery Trust, Training	Cederberg	R 10,000	2010	FET



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	Economic Development	Land Reform	Stellar Organic Winery, Training	Matzikama	R 85,500	2010	
	Economic Development	Land Reform	Redelinghuys Community Garden, Training	Bergvlier	R 12,000	2010	
	Economic Development	Land Reform	Graafwater Landbou Trust, Training	Cederberg	R 78,000	2010	
	Economic Development	Land Reform	Pomptuin Saamwerk - Kep Trust, Training	WCDM	R 17,000	2010	
	Economic Development	Land Reform	Langa Livestock Association, Training	Saldanha	R 28,000	2010	
	Economic Development	Land Reform	Middeltuin (Stargrow), Training	Cederberg	R 13,000	2010	
	Economic Development	Land Reform	Johnny Jansen Kontrakteurs, Training	Swartland	R 8,000	2010	
	Economic Development	Land Reform	Cedar Citrus, Training	Cederberg	R 16,000	2010	
<i>Local Economic Development</i>	Economic Development	Small scale Farming	Mouers Boerdery(Ebenhaeser)	Matzikama	R 30,000	2010	FSD
	Economic Development	Small scale Farming	Northwest Animal Traction Meg Centre(Ebenhaeser Com)	Matzikama	R 253,500	2010	
	Economic Development	Small scale Farming	Melveren Sandt	Bergvlier	R 50,000	2010	
	Economic Development	Small scale Farming	Goedverwacht Meganisasiesentrum	Bergvlier	R 200,000	2010	
	Economic Development	Small scale Farming	Rietpoort Fencing(Border)	WDM	R 250,000	2010	
	Economic Development	Small scale Farming	Wupperthal Animal handling	WDM	R 7,000	2010	
	Economic Development	Small scale Farming	Suurrug Animal handling	WDM	R 2,800	2010	
	Economic Development	Small scale Farming	Ebenhaeser Vark	Matzikama	R 25,000	2010	
	Economic Development	Small scale Farming	Rietpoort Combine	WDM	R 20,000	2010	
	Economic Development	Small scale Farming	Lutzville Pigs	Matzikama	R 54,000	2010	
	Economic Development	Small scale Farming	Kalbaskraal Boerdery	Swartland	R 50,000	2010	



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	Economic Development	Small scale Farming	Heuningvlei Small Farmers Association	WDM	R 232,000	2010	
	Economic Development	Small scale Farming	Langkloof Small Farmers Association	WDM	R 400,000	2010	
	Economic Development	Small scale Farming	Booysen Trust (Financial Record keeping) (Economists)	Saldanha	R 5,000	2010	Economists
	Economic Development	Small scale Farming	Tomato growers association (Enterprise budgets)	Matzikama	R 2,000	2010	
	Economic Development	Small scale Farming	Colliflower growers association (Enterprise budgets)	Matzikama	R 2,000	2010	
	Economic Development	Small scale Farming	Lutzville wine Cellar's producers (Budget model)	Matzikama	R 3,000	2010	
	Economic Development	Small scale Farming	Wupperthal Teebaan (Market Access)	Wupperthal / Cederberg	R 60,000	2010	
	Economic Development	Small scale Farming	Lutzville primary survey/database	Matzikama	R 15,000	2010	
	Economic Development	Small scale Farming	Darling Emerging Farmers, Training	Swartland	R 15,500	2010	FET
	Economic Development	Small scale Farming	Piketberg Emerging Farmers, Training	Bergvlier	R 8,000	2010	
	Economic Development	Small scale Farming	Ebenhaezer Emerging Farmers, Training	Matzikama	R 15,500	2010	
	Economic Development	Small scale Farming	Malmesbury Emerging Farmers, Training	Swartland	R 16,800	2010	
	Economic Development	Small scale Farming	Vredenburg Emerging Farmers, Training	Saldanha	R 16,800	2010	
<i>Local Economic Development</i>	Economic Development	Food Security	Ebenhaeser Primary School	Matzikama	R 9,000	2010	FSD



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	Economic Development	Food Security	Petersfield	Cederberg	R 315,000	2010	
	Economic Development	Food Security	Leliefontein Demonstrasie(GARC)	Swartland	R 210,000	2010	
	Economic Development	Food Security	Vredenburg Kleinboere(Food Sec)	Saldanha	R 100,000	2010	
	Economic Development	Food Security	AME Kerk	Bergvlier	R 70,000	2010	
	Economic Development	Food Security	Elkana Childcare	Swartland	R 100,000	2010	
	Economic Development	Food Security	MRO Enterprises(Ebenhaeser)	Matzikama	R 13,900	2010	
	Economic Development	Food Security	Lutzville Wes Primary School Food Garden	Matzikama	R 9,000	2010	
	Economic Development	Food Security	Clanwilliam Suitcases	Cederberg	R 16,000	2010	
	Economic Development	Food Security	F September Graafwater Clinic	Cederberg	R 5,000	2010	
	Economic Development	Food Security	Veldrift Community Project, Training	Bergvlier	R 16,800	2010	FET
	Economic Development	Food Security	Riebeeck Kasteel Community Garden, Training	Swartland	R 13,000	2010	
<i>Local Economic Development</i>	Economic Development	Technology, Research and Development Services	Several projects on small stock research, veld management and extensive farming	Nortier Research Farm	R 1,218,581	2009/2010	Research Programme
<i>Local Economic Development</i>	Development of a Natural Environment	Landcare	Berg River - Alien Vegetation Clearing	Swartland	R 150,000	2010	Landcare
	Development of a Natural Environment	Landcare	Verlorenvlei Catchment - Alien Vegetation Clearing	Saldanha	R 200,000	2010	
	Development of a Natural Environment	Landcare	Berg River - Alien Vegetation Clearing	Swartland	R 50,000	2010	
	Development of a Natural Environment	Landcare	Verlorenvlei Catchment - Alien Vegetation Clearing	Saldanha	R 50,000	2010	



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	Development of a Natural Environment	Landcare	Darling Hills - Alien Vegetation Clearing	Swartland	R 140,000	2010	
	Development of a Natural Environment	Landcare	Olifants River Catchment - Alien Vegetation Clearing	Matzikama	R 560,000	2010	
	Development of a Natural Environment	Landcare	Troe-Troe Catchment - Alien Vegetation Clearing	Matzikama	R 150,000	2010	
	Development of a Natural Environment	Landcare	Waterval Youth camp - Environmental Awareness	Matzikama	R 100,000	2010	
	Development of a Natural Environment	Landcare	Fosile Park - Environmental Awareness	Saldanha	R 150,000	2010	

DEPARTMENT: HEALTH						
Strategic Objective	Development Priorities	National/Provincial Sectoral Depts.Longterm Strategy	Programs/ Projects	Geographic Investment	Budget	Financial Year
National: Improving Health Care delivery to all; Province: Quality Health Care Services with Access to all	Strengthening Infectious Disease Programs; Investing in health professionals; Socio-economic environment and reducing BOD; Efficiency; Infrastructure; Maintenance backlogs	National: Quality of Care; Access to Health Services; Health Infrastructure development	District: Multi-sectoral Health Management; Woman's Health; Child Health; Infectious Diseases; Ambulatory Care; Acute Services	West Coast District: Multi-sectoral Forum; Health Projects; Health Facility upgrade; Health Care Quality Assurance	West Coast District Budget: Total: R279,009,000 -Personnel: R176,255,000 -Goods & services: R82,610,000 -Transfers: R12,509,000 -Capital: R7,635,00	2010-2011



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NGO: WEST COAST COMMUNITY FOUNDATION (WCCF)						
Strategic Objective	Development Priorities	National/Provincial Sectoral Depts.Longterm Strategy	Programs/ Projects	Geographic Investment	Budget	Financial Year
To capacitate and make grants to existing and potential initiatives to sustain and improve livelihoods based on a Asset Base Community Development Approach.	Youth Development; Women Empowerment; Community Development; Health; Environmental and Tourism management	To support long term projects and initiatives aimed at creating sustainable impact in people's lives and targeting people with some assets who require assistance in mobilizing additional assets	1. Kha ri Gude mass adult literacy programme; 2. WhizzKids Life skills project; 3. Food security projects; 4. Asset Base Community Development capacity building workshops; 5. Grant making programme	West Coast	R 2 538 167	2010

DEPARTMENT: LOCAL GOVERNMENT AND HOUSING						
Strategic Objective	Development Priorities	National/Provincial Sectoral Depts.Longterm Strategy	Programs/ Projects	Geographic Investment	Budget	Financial Year
Basic Service Delivery	Infrastructure Development in region	Infrastructure Development in region	New water supply	Malmesbury, Darling , Yzerfontein	9,000,000	2009/2010
Basic Service Delivery	Infrastructure Development in region	Infrastructure Development in region	New Regional Solid Waste Removal	Vanrhynsdorp, Cederberg	8,000,000	2009/2010
Basic Service Delivery	Infrastructure Development in region	Infrastructure Development in region	Upgrade Roads	Bitterfontein , Nuwerus	6,000,000	2009/2010
Basic Service Delivery	Infrastructure Development in region	Infrastructure Development in region	Rehabilitate Roads & Stormwater	Moorreesburg	1,100,000	2009/2010
Basic Service Delivery	Infrastructure Development in region	Infrastructure Development in region	New Community Centre	Moorreesburg:Nuwerus	2,300,000	2009/2010
Basic Service Delivery	Infrastructure Development in region	Infrastructure Development in region	Upgrade Sewer System	Bitterfontein , Nuwerus	1,700,000	2009/2010



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DEPARTMENT: ENVIRONMENTAL AFFAIRS AND DEVELOPMENT PLANNING						
DEVELOPMENT FACILITATION UNIT						
Strategic Objective	Development Priorities	National/Provincial Sectoral Depts.Longterm Strategy	Programs/ Projects	Geographic Investment	Budget	Financial Year
To facilitate sustainable development through external capacity building, and the provision of advice, support and development facilitation and project management services to Municipalities, and other State Departments.	To build the capacity of Municipalities and other State Departments.	Municipal and State Department Capacity Building Strategy	Municipal and State Department Capacity Building Program.	All the Municipalities and Provincial State Departments across the province. Specific work will also be undertaken in the WCDM area.	Consultant Fees will be limited and the bulk of the budget will therefore be the salaries of the DFU staff. As a rough estimate ~ R 200 000 will be spent on the WCDM area.	2010-2011
To facilitate sustainable development through external capacity building, and the provision of advice, support and development facilitation and project management services to Municipalities, and other State Departments.	To provide support to Municipalities and other State Departments.	Municipal and State Department Support Strategy	Municipal and State Department Support Program.	All the Municipalities and Provincial State Departments across the province. Specific work will also be undertaken in the WCDM area.	Consultant Fees will be limited and the bulk of the budget will therefore be the salaries of the DFU staff. As a rough estimate ~ R 200 000 will be spent on the WCDM area.	2010-2011



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To facilitate sustainable development through external capacity building, and the provision of advice, support and development facilitation and project management services to Municipalities, and other State Departments.	To develop a methodology for determining coastal setback lines.	To develop a methodology for determining coastal setback lines.	To develop a methodology for determining coastal setback lines.	The methodology is being developed for use in the entire Province, but will be tested in Cape Town and Saldanha Bay.	~ R 400 000	2009/2010
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Environmental Projects in the West Coast						
Project	Project Description		Budget	Status of the Project		
WC-WfC West Coast (Saldanha to Olifants River) Vital Connection 2008/07/01 to 2010/10/31 220 people employed	<ul style="list-style-type: none"> Coastal clean ups Rehabilitate coastal dunes Eradicate alien fauna Monitor marine resources Maintain coastal boardwalks, hiking trails and tourism infrastructure Rehabilitate sensitive fossil rich sites in WC fossil Park 			R20,000,000		
WC-West Coast PR Project / West Coast National Park (2005/01/01 to 2009/03/31)	<ul style="list-style-type: none"> Construct Sunit rest camp at Kraalbaai; upgrade the Preekstoel Day Visitors Site, construct two entrance gates and provide water to the Kraalbaai area 			R8,488,613		
WC-WfC West Coast National Parks / SANParks 2008/07/01 to 2011/03/31	<ul style="list-style-type: none"> beach clean up road maintenance, hiking trails and fences by trimming vegetation and picking up litter boardwalk maintenance and construction marine monitoring recycling of litter 			R8,075,000		



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DEPARTMENT: COMMUNITY SAFETY						
Strategic Objective	Development Priorities	National/Provincial Sectoral Depts.Longterm Strategy	Programs/ Projects	Geographic Investment	Budget	Financial Year
Address crime Generators, Drugs. Alcohol & Gangsterism	Closing of shebeens	Substance Abuse (Act 70, 2008)	Awareness Programs	Addressing root causes of crime		
	Raiding of drug houses	Liquor Act (Act 59, 2003)	Roadshows	Reduction in crime		
	Roadblocks, VCP ¹ and footpatrols, covering of all access and exit routes	Fire Arm Control Act, 2000	CPF Projects	Reduction in drug trafficking		
	Execution of Integrated crime operations	Second Hand Goods Act (Act 23, 1955)	Health and Safety programmes	Reduction illegal trade of second hand goods		
Address crime Generators, Drugs. Alcohol & Gangsterism	Cordon and search operations	Drug and Drug Trafficking Act (Act 140, 1992)	Social crime prevention initiatives	Reduced opportunities for sale of stolen goods		
	Establishment of Sector Forums	Domestic Violence Act (Act 116, 1998)	Rural Sector Forums	Informed communities		
	DPO driven operations to address secondhand dealers and liquor stores/restaurants etc.	Sexual Offences and Related matters (Act 32, 2007)	Sector policing Forums	Victim satisfaction		
Address crime Generators, Drugs. Alcohol & Gangsterism	Addressing of highflyers/wanted persons	Child Care Act (Act 74, 1983)	Street Committees	Increased safety for women and children		
	Building of informer networks	SAPS NEPAD (New Partnership for Africa's development) Strategy	Local Drug Action Committees	Effective controlling of licenced premisses (liquor stores, etc.)		



West Coast District Municipality

IDP 2010-2014



	Installation of CCTV's - central business areas	POCA (Prevention of Organised Crime Act, 1998) Legislation	Agri Forum	Less street children		
			Multi Agency Highflyer approach			
			BAC-SAPS engagements			
			Weekly Media briefings			
			JOINT crime operations			
<i>Co-ordination and Integration</i>	Joint co-ordination and integration plans	White Paper on Transformation of the Public Service, 1995	Awareness Programs	Sustainable crime reduction		
<i>Co-ordination and Integration</i>	Joint Planning sessions for operations	White Paper on Transformation of the Public Service Delivery- Batho Pele , 1999	JOINT crime operations	Fully implemented sector policing for 24hours servie delivery		
	Close co-operation with Emergency units and other Government institutions	The Promotion of Administrative Justice Act (Act 3, 2000)		Street Committees		
	Legal Police Justice flow meetings	Treasury Regulations, 2005		Shaping of new leadership cadres		
<i>Co-ordination and Integration</i>	Detective court case offerings meetings	Regulation 14 of South African Police Service Employee Regulations: Police Service Act (Act 68, 1995)		Addressing root causes of crime		
	Co-ordination of information to Crime Information Centres	Regulation III C.1 of the Public Service Regulations: Public Service Act (Act 103, 1994)		Reduction in crime		
	Integrated Development and Marketing Strategy for Sector Policing			Informed communities		
	Development of a communication strategy					
	Standardised development of First responders to crime scenes					



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Qualitative Resource Management - Value for Money	Ensure return on Investment	Batho Pele Principles	Awareness Programs	Skills Development		
	Continuous training of Victim Support volunteers	BCEA (Basic Conditions of Employment Act, 1997)	Training programmes	Victim satisfaction		
	Training opportunities for the community	Labour Relations Act (Act 55, 1998)		Effective Victim Empowerment		
		Employment Equity Act (Act 55, 1998)		Shaping of new leadership cadres		
		King III Report		Skilled and positive labour force		
Sustain and Build New Partnerships	Participating in Municipal Integrated development plans	Local Government: Municipal Finance Management Act (Act 56, 2003)	Urban Renewal Plans	Informed communities and Co-operative Governance		
	Establishment of Forums: second hand dealers, security guards, etc.	White Paper on the Transformation Public Service Delivery-Batho Pele, 1999	External Imbizo's	Victim satisfaction		
	Victim support volunteers	The Promotion of Administrative Justice Act (Act 3, 2000)		Addressing root causes of crime		
	CPF's - partnership with all roleplayers	Treasury Regulations, 2005		Reduction in crime		
Sustain and Build New Partnerships	Establishment of street committees in sectors	Regulations 14 of the South African Police Service Employee Regulations: Police Service Act (Act 68, 1995)		Social cohesion		
		White Paper on the Transformation of the Public Service, 1995		Improved service delivery		
Sustain and Build New Partnerships		Regulation III C.1 of the Public Service Regulations: Public Service Act (Act 103, 1994)		Cross Departmental functioning		
		National Crime Prevention Strategy, 1996				
		Inter Governmental Relations Framework Act (Act 13, 2005)				



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DEPARTMENT: COMMUNITY SAFETY - SECRETARIAT FOR SAFETY AND SECURITY						
Strategic Objective	Development Priorities	National/Provincial Sectoral Depts.Longterm Strategy	Programs/ Projects	Geographic Investment	Budget	Financial Year
Reducing crime through optimised civilian oversight	Creation and establishment of a safe environment	To provide research, policy advice, safety information and analysis	Assessing the Policing Needs and Priorities (PNPs) at 22 local Police Stations	R1 000 per police station will be spent on collecting the data in Vredenburg and Vredendal Clusters	R22 000,00	2010/2011
To measure fear of crime and level of safety		To provide research, policy advice, safety information and analysis	Community Safety Barometer	Atlantis - Robinvale Policing Sector	R 183 333.30	2010/2011
		To promote partnerships and community police relations. To monitor, evaluate and report on police performance in relation to crime reduction targets.	Development of a Civilian Oversight Tool for CPF's	West Coast	R 10,000	2010/2011
		To promote partnerships and community police relations	Training of CPFs & Resourcing of Neighbourhood Watches, fund inputs of CPFs into PNPs	West Coast area	R 20,000	2010/2011
		To promote partnerships and community police relations	Training of volunteers for NHWs	Saldanha Bay, Velddrif and Vredendal (30 volunteers each)	R 75,539	2010/2011
		To promote partnerships and community police relations. To monitor, evaluate and report on police performance in relation to crime reduction targets.	CPF Capacity Training	West Coast area	R 30,000	2010/2011
		To monitor, evaluate and report on police performance in relation to crime reduction targets	Monitor police performance, SAPS accountability and complaints management	West Coast area	Staff compensation	2010/2011



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Chapter 6

Strategic Analysis and Turnaround Strategy



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6.1.1 EXECUTIVE COUNCIL STRUCTURE

MEMBERS OF THE MAYORAL COMMITTEE



Speaker: Cllr AP Mouton		Executive Deputy-Mayor: Cllr EB Manuel Chairperson Portfolio Committee: Finance		
Cllr E Jordaan Chairperson Portfolio Committee: Social and Economic Development	Cllr JJ Josephus Chairperson Portfolio Committee: Corporate Services	Cllr WD Loff Chairperson Portfolio Committee: Technical Services		



As the Mayoral Committee of the West Coast District Municipality we are committed in the implementation of our strategic plans which clearly highlights our development priorities for the West Coast Region. Our strategic plans are the guiding tool for programs and projects in which we undertake to implement in enhancing the lives of our communities. Our mandate as a Mayoral Committee is to foresee that our plans are in alignment with National and Provincial Policy directives.

Our role as the Mayoral Committee is clear in being active and taking our leadership role in the Integrated Development Planning Processes. It has become clear to us as the Mayoral Committee that we have an oversight role to play in the formulation, planning and implementation of the Integrated Development Plan. We continuously monitor and evaluate our progress regarding the improvement of the lives of our communities through the programs and projects identified in the Integrated Development Planning Processes.

Our jobs and functions are cut-out for us as we meet on a regular basis with the management team to touch-base on the progress that we are making in enhancing service delivery. The implementation of programs and projects identified through our strategic plan is in alignment with the Local Government TurnAround Strategy and the Medium Term Strategic Framework 2009-2014.

On a monthly basis each port-folio chair who is a 'political champion' of a directorate plays an active role in monitoring and evaluating programs and projects which we identified through our public participation processes. The impact relating to social issues such as unemployment, high rate of illiteracy, poverty and addressing backlogs in services are key indicators and drivers in the formulation of strategies, programs and projects which need to improve the lives of communities in the West Coast.

The West Coast District Municipality in conjunction with the local municipalities have developed the poverty alleviation strategy, tourism strategy, water services development plan, environmental integrity strategy, regional economic development strategy, waste management-, infrastructure-, and spatial development strategy. Emanating out of these strategies are clear plans to reduce poverty and enhancing economic growth development throughout the West Coast Region. We continuously debate, discuss and monitor our performance and implementation of these strategies through our political structure, namely the District Co-ordinating Forum, which consists of all the Local Municipalities Mayors, Municipal Managers and Provincial partners.

Our emphasis is to continue addressing key issues such as Early Childhood Development, Skills Development, infrastructure development, enhancing the Saldanha Industrial Corridor, construction, tourism, food security, small-scale farming and creating a stimulating environment for economic growth which in turn will alleviate poverty throughout the West Coast Region. We are furthermore supporting great initiatives from our management team such as the backlogs study in rural areas.

Lastly our strategic planning is in alignment with the Local Government Turnaround Strategy which places great emphasis in meeting basic services standards in 2014. Our role as the Mayoral Committee is to provide democratic and accountable government for our communities and we are committing ourselves in being responsive to the needs of our communities as identified through the Integrated Development Planning Processes.



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6.1.2 OFFICE OF THE MUNICIPAL MANAGER



**MUNICIPAL MANAGER:
MR H PRINS**

A portrait photograph of Mr. W Markus, Director Corporate Services, wearing a light blue shirt and a patterned tie.	A portrait photograph of Mr. J Koekemoer, Director Finance, wearing a white shirt and a dark tie.
DIRECTOR CORPORATE SERVICES: MR W MARKUS	DIRECTOR FINANCE: MR J KOEKEMOER
A portrait photograph of Mr. I van der Westhuizen, Director Technical Services, wearing a light blue shirt and a dark tie.	A portrait photograph of Mr. M Boois, Director Social & Economical Development, wearing a dark suit, white shirt, and glasses.
DIRECTOR: TECHNICAL SERVICES MR. I VAN DER WESTHUIZEN	DIRECTOR: SOCIAL & ECONOMICAL DEVELOPMENT MR M BOOIS



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As a management team we are committed to effectively enhance service delivery throughout the West Coast Region. The reviewed Integrated Development Plan and Budget 2010/2013 perpetuate new perspectives in terms of our performance regarding service delivery in the West Coast Region.

Our planning regarding our programs and projects in enhancing service delivery stems from our engagement with the public, local municipalities and other stakeholders who have an interest to enhance service delivery. As developmental local government we have geared ourselves as the management team in conjunction with the Mayoral Committee, to address developmental issues such as infrastructure development, addressing backlogs in basic services such as sanitation, access to water, refuse removal, electricity, housing, job creation, enhancing human capital, health, environmental integrity and human resources.

These development priorities emanates from discussions we continuously have with communities, local municipalities in the region and other stakeholders who have a common understanding in creating a 'Better Quality of Life for All' in the region. Our strategic approach is to make meaning of our public participation process and to plan accordingly which will in effect address issues that impact negatively on the lives of our communities. We as the district are constantly in the forefront to better on service delivery and on a monthly basis monitor and evaluate our performances where we provide regular feedback to our portfolio Committees. This provides a distinct opportunity to assess ourselves in our performance and to reflect how far we are in the implementation of our plans and programs as identified through our strategies.

Our implementation of programs and projects in addressing the issues on our Strategic Objectives such as infrastructure development, social development, human capital and financial viability are directly stemming from our strategic planning which derived from our formulated strategies. Our implementation and planning takes cognisance of our already formulated strategies, Provincial and National policy directives such as the Local Government TurnAround Strategy 2009 and Medium Term Strategic Framework 2009-2014.

On 14-15 January 2010 we as a management team, Mayoral Committee and Middle Management strategically engaged to better service delivery and committed ourselves in deriving a set of values namely **Integrity, Transparency, Loyalty, Ethics, Respect** and **Quality** which will guide and lead us when implementing our strategies and delivering effective services throughout the West Coast Region. Part of our strategic planning was to align our planning and objectives with the Local Government Turnaround Strategy 2009 which distinctly guides us on focus areas that will enhance the well-being and lives of our communities.

Municipal Manager

Part of our mandate is to enhance service delivery, being effective, transparent, accountable and make meaning of the Batho Pele Principles in monitoring and evaluating our performance. We have implemented an electronic Performance Management System which is compliant to all directorates. The Performance Management of each directorate relating to the Service Delivery Budget Implementation Plan is reported on a monthly basis and is a weekly item for discussion on our management meetings.





We have appointed an Internal Auditor who will play an oversight role in evaluating our performances in the district. The Internal Auditor has formulated a Risk Management Committee which will identify specific risks that can negatively impact on our performances. It is our intention as a district municipality to enhance and facilitate a culture of accountability to our communities, local municipalities and stakeholders.

The West Coast District Municipality have also undertaken the role to be more active in our support to the local municipalities through Shared Services. We engage more regularly with the Local Municipalities in understanding the developmental challenges experienced by them and the supportive role we as a district municipality can play in mitigating some of these challenges. Our role as a district municipality is to continuously strengthen our relationships with the local municipalities in 2010 and to meaningfully engage in our support for the local municipalities.

Tourism Development is a major part of our Marketing strategy for the West Coast Region. We are currently conducting a West Coast Tourism Strategy 2010-2015 which will 'brand' the West Coast Region as a tourism destination. It is our belief that the West Coast Region inclusive of the local municipalities has great potential for tourism development which can have positive spin-offs for the West Coast Region.

Directorate Finance:

For the 8th consecutive time the West Coast District Municipality received an unqualified Audit report from the Auditor General for the 2008/2009 financial year. The whole of the Financial Directorate ensures that our annual budget 2010/2011 is sufficient to meet the needs of communities regarding service delivery.

The challenge that we are encountering with our budget 2010/2011 is that it will never be sufficient to address all the needs as identified by the communities. It is rather on this note that we thank National and Provincial Government in providing us with additional grants to meet our obligation in addressing the needs and services of our communities. Our budget 2010/2013 makes provision in addressing our development priorities and ascertain that we continuously enhance the well-being of communities.

Directorate Technical Services:

One of our main strategic objectives in our district is Basic Service Delivery which encompasses access to sanitation, water, electricity, and refuse removal. This has spearheaded our directorate in addressing the backlogs of services in our communities.

Part of our strategy in ensuring that we address the backlogs in services has allowed us to appoint consultants that will draw-up a rural backlog survey. The latter study will depict where our backlogs are in the West Coast Region. Our strategy formulation for infrastructure development in addressing the backlogs of services includes all the local municipalities.

We have recently completed the West Coast Integrated Transport Plan in partnership with the Department of Transport. The completion of the West Coast Integrated Transport Plan will address the challenges some of our communities are experiencing





with infrastructure development such as improving roads and adequate access to transport.

One major challenge that we are experiencing in the West Coast Region is the shortage on water. This could mainly be attributed to the climate change which we are experiencing. We have conducted under-ground studies for water in Bitterfontein and have a desalination plant in the area. There currently discussion for an establishment of desalination plant in Lamberts Bay.

As mentioned previously the West Coast District Municipality is also the bulk water provider for the Southern West Coast Region and provides bulk water for Swartland, Saldanha and Berg River municipalities.

Our budget for 2010/2011 is to enhance infrastructure development and geared towards curbing the backlogs of services in our communities.

Directorate Community Development

In 2006 the West Coast District Municipality approved the Poverty Alleviation Strategy for the West Coast Region. Through our strategic planning in our directorate are we responsible for Social Development, Disaster Management, Environmental Health and Economic Development. Our core mandate as part of the constitution is to create an enabling environment for communities in the West Coast where they can function optimally.

The high-level of poverty, illiteracy and unemployment that communities are experiencing is evident in the West Coast Region. The local government Turnaround strategy place its emphasis on local government being responsive to the needs of the local community.

Our aim in the 2010/2011 financial year is to implement the outcomes which emanated from the Poverty Alleviation Strategy to improve the lives of our communities. It is our mandate to enhance the well-being of communities through programs and projects that will attribute meaningfully to the lives of people thus creating a stimulating environment.

In the 2009/2010 financial year we were actively involved in the Adult Education Training (AET) in the District Management Area and were particularly involved in capacitating the youth, elderly, women, children and people with disability. We continue to address human rights issues affecting women, youth, people living with HIV/AIDS and people with disability. Our budget 2010/2011 is particularly geared towards awareness raising on violence on women and children by implementing programs and projects which will address developmental issues that are negatively impacting on our communities.

Directorate Corporate Services

Our directorate mandate is to continuously address issues pertaining to Organisation and Transformation Development in the municipality. It is important that we appoint the appropriate people in our district that will fast track service delivery. It is crucial to note that with the increasing demands of our communities regarding their developmental issues such as poverty, high unemployment, illiteracy, backlogs in service delivery is it important that the people we employed are equal to the task.





Our directorate is playing a key role in capacitating our employees to be effective in their core functions thus in the 2009/2010 budget have we installed an Electronic Documentation Systems which monitors documentation flowing in the municipality and the responsible employee that is identified to address a particular request from communities and our partners. The latter system was implemented to ensure that our employees are accountable for service delivery and the turn-around time in which we complete our tasks.

In the 2009/2010 financial year we have established a training centre on the premises of the West Coast District Municipality. The latter is to continuously educate, evaluate and train our employees to be effective in their work. In the 2010/2011 budget is human Capital Development in our municipality of importance in the development of our employees to effectively deliver their tasks. We are monitoring our performance on a regular basis and strive to adhere to the Batho Pele Principles by being accountable and transparent to our communities throughout the West Coast Region.

6.2 Strategic Planning and TurnAround Strategy

Our Strategic Planning and TurnAround Implementation Strategy Plan will follow-suit as discussion are still being held in the completion of the plan.

Narrative Strategic and TurnAround Plan:

Inleiding

Die strategiese plan is heel moontlik een van die belangrikste dokumente in die munisipale omgewing. Dit is die dokument wat die verwagtinge van die gemeenskap, persepsies en minimum standaarde ten opsigte van dienslewering, die beplande denkriktig en realisme ten opsigte van uitvoerbaarheid, ens. aanspreek. Dit is ook die dokument wat as basis vir hersiening van die GOP en die opstel van die omkeer strategie wat teen Maart ingedien moet word, gebruik kan word.

Die Munisipaliteit het tema vir die jaar gekies as: *“Strategy to Action”*

Die strategiese plan en so ook die beplanning sessie is nie maar net 'n proses waar daar gepraat was en drome gedroom is nie, dit is die geleentheid om realiteit in die sig te staar, die geleentheid om gesamentlik doelwitte tot die voordeel van die gemeenskap, die munisipaliteite in die distrik en die distrik munisipaliteit te bepaal en om realistiese en uitvoerbare prestasie areas ooreen te kom.

Alle behoeftes en verwagtinge kan nie altyd in die kort termyn aangespreek word nie, maar effektiewe beplanning sal verseker dat dit wel in doelwitte ingesluit en in die langtermyn aangespreek word. Dit beteken verder dat ons ons kapasiteit tot die maksimum moet benut, dit is ook 'n versoek wat die uitvoerende burgemeester tydens die strategiese sessie uitgelig het. Dit sluit in die optimalisering van bestuurskapasiteit, effektiewe aanwending van kundigheid en hulpbronne, die produktiwiteit van die personeel en finansiële volhoubaarheid.

Die Uitvoerende Burgemeester (UBM) het ook versoek dat infrastruktuur en grootmaat dienslewering van die belangrikste steunpilare vir dienslewering, ekonomiese groei en bevredigende dienslewering, aandag moet geniet. Die infrastruktuur behoeftes moet





dus geïdentifiseer word en planne moet beraam word om die behoeftes effekief en tydig aan te spreek. Grootmaat watervoorsiening, die streek stortingsterreine en paaie is areas wat aangespreek moet word.

Geen van bogenoemde is moontlik indien die munisipaliteit nie finansieel volhoubaar is nie. Die uitsette van die beplanning sal dus ook goeie insette vir 'n langtermyn finansiële plan wees.

Belangrike aspekte wat ook tydens die sessie in aggespreek is, is:

- Vlak van ondersteuning wat deur die B-munisipaliteite benodig word en watter impak dit op die WKDM werksaamhede en hulpbronne het.
- Gedeelde dienste
- Die finalisering van die Omkeer Strategie wat teen Maart 2010 gefinaliseer moet word en ondersteuning aan die B-munisipaliteite om te verseker dat die strategieë effekief is.
- Ander oorwegings om die Distriksmunisipaliteit se rol te bevestig.

Doele van die Verslag

Die doel van die verslag is om die besprekings tydens die strategiese sessie op te som en om aksieplanne te ontwikkel om die langtermyn planne en strategieë van WKDM te bespreek.

Strategie Sessie

Die opsomming van die formele aanbiedings tydens die werkswinkel is as volg:

- Die Uitvoerende Burgemeester het die personeel bedank vir hul kundigheid en hul professionaliteit. Aspekte wat uitgelig is, is:
 - Die rol van die WKDM
 - Kommunikasie en publieke deelname
 - Stand van paaie
 - Lewering van grootmaat dienste
- Die munisipale bestuurder het die Nasionale plaaslike regering omkeerstrategie en die impak op WKDM omvattend bespreek. Hy het ook sy verwagtinge, die sleutelfokus areas en beplanning vir die volgende jaar bespreek. Die volgende aspekte is ook tydens die gesprek hanteer:
 - Die rol van interne audit
 - Vordering met gedeelde dienste
 - Ondersteuning aan B-munisipaliteite
 - Prioritisering tydens beplanning
- Die aanbiedings wat tydens strategiese sessie gemaak is, word as Bylae A aangeheg.



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Visie

The West Coast District realises that our core responsibility and mandate is to be developmentally orientated, namely to inspire, encourage and ensure a safe, healthy, educational, economically viable and friendly environment that will enhance and harness a culture of self-reliance amongst the citizens of the West Coast Region.

Missie

To ensure that the West Coast District Municipality provides a Better Quality of Life for All in the West Coast Region through the encouragement of communities to participate in decision-making processes that will develop the citizens of the region to their optimal capacity.

Die **Waardes** van WKDM is as volg:

- Integriteit
- Deursigtigheid – ons moet rekenpligtig en deursigtig in besluite en vir aksies wees
- Lojaliteit – teenoor die WKDM, kollegas en gemeenskap
- Eties – in ons optrede
- Respek – respekteer ons kollegas en munisipale rolspelers
- Kwaliteit – ons lewer werk van hoe gehalte

SWOT - analise

Die analise het die volgende uitgelig. Hierdie analise is tydens die ontwikkeling van sleutel prestasie area deur elk van die kommissies in aggeneem.

Sterkpunte

- Opleiding en vaardigheidsontwikkeling is van hoe gehalte
- Effektiewe finansieel bestuur en ons ontvang waarde vir geld gespandeer
- Profesionele dienslewering aan ons kiente
- Deel van inligting (IGR) intern en op streeksvlak
- Goeie munisipale reputasie
- Politiese stabiliteit / ryheid
- Kundigheid / kapasiteit van personeel
- Strategie formulering
- Genoegsame hulpbronne in werksomgewing
- Goeie interdepartementele ondersteuning
- Gesonde Administrasie
- Gesonde konflik word toegelaat en gehanteer

Swakpunte

- Interne en eksterne kommunikasie (ook media) verg aandag
- Armoede
- Beperkte hulpbronne (geld en water)
- Tekort aan verbintenis (commitment)
- Silo gedrewe binne munisipaliteit
- Prioritisering van opleiding en “succession planning” nie altyd voldoende
- Interdepartementele kruisbestuiwing





- Produktiwiteit kan verbeter
- Afhanklikheid van finansiële toekennings
- Diverse streek
- Vulling van poste

Geleenthede

- Toerisme potensiaal en ontwikkeling
- Kapasiteit (kan effektief benut word)
- Alternatiewe inkomstebronne kan geïdentifiseer word
- Gedeelde Dienste kan deur hele streek geïmplimenteer word
- Uitbreiding van bulk waterdienste
- LGTAS
- Tegnologiese ontwikkeling

Bedreigings

- Onbefondse mandate
- Agentskapdienste namens die provinsiale regering met beperkte beheer
- Voortbestaan van C-munisipaliteite nog nie finaal uitgeklaar nie
- Aardverhitting en die impak op die streek
- Natuurrampe
- Wetgewing verhoed effektiewe dienslewering
- Wereldbeker 2010 se nagevolge
- Oordrag van kennis op alle vlakke
- Beperkte hulpbronne (water)
- Koste van nakoming van wetgewing en verslagdoening

Hierdie inligting is tydens die opstel van die doelwitte in ag geneem.

Strategiese doelwitte

Die strategiese doelwitte wat addisioneel tot die doelwitte in die GOP geïdentifiseer is, is as volg:

- Integrasie van beplanning, stelsels en prosesse om dienslewering te optimaliseer
- Gedeelde dienste en deel van kundigheid deur volhoubare ondersteuning aan plaaslike munisipaliteite
- Effektiewe kommunikasie om inligting intern en ekstern te deel en moraal te verbeter
- Identifisering en inwerking stelling van alternatiewe finansieringsbronne
- Verbeterde samewerking tussen mun'e en ander regeringsvlakte
- Daarstelling van 'n verantwoordbare Administrasie en volhoubare ongekwalifiseerde ouditmening
- Skepping van 'n geïntegreerde ekonomiese vriendelike omgewing, veral vir investeerders en plaaslike opkomende sake gemeenskap
- Bevordering van toerisme aan die Weskus deur bemarking en bemagtiging van plaaslike gemeenskappe
- Armoede verligting deur bevordering van EPWP werkskeppingsprojekte
- Effektiewe infrastruktuur instandhouding en ontwikkeling
- Bestuur en beskerming van bates
- Gemotiveerde en bemagtigde personeelkorps deur:
 - Ontwikkeling van personeel (oordrag van vaardighede om ontwikkelingsgeleenthede te skep en kritiese poste te vul)
 - Prestasiebestuur
 - Loopbaanbeplanning



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- Implementering van Armoede verligtingstrategie teen 2011

Strategie na Aksie

Vier kommissies is saamgestel om die strategiese doelwitte en die ontledings wat gedoen is te ontleed en kort en medium termyn aksies op te stel. Hierdie kommissies is nie noodwendig per departement verdeel nie, maar eerder in groeperings om silo-denke te voorkom.

Die leuse vir die jaar is huis dat strategie in uitvoerbare aksies omgeskakel moet word en dat die aksies wel implementeerbaar en geïmplementeer moet word. Hierdie aksies is so opgestel dat dit deel van die GOP, begroting, SDBIP en die omkeer strategie kan wees.

Die kommissies is soos volg saamgestel:

Kommissie 1: Ekonomiese ontwikkeling – ekonomiese beplanning (sluit in LED, toerisme bevordering, skakeling met besigheidsektor, sosio ekonomiese aangeleenthede en ontwikkeling in die distrik)

Kommissie 2: Infrastruktuur ontwikkeling – hantering van verbeterde grootmaat dienslewering, batebestuur, infrastruktuurbeplanning en onderhoud, asook die ondersteuning aan B's, volle integrasie van ROR in alle munisipale prosesse.

Kommissie 3: Sosiaal en Gemeenskapsontwikkeling – verbeterde dienslewering en bemarking van oorde, omgewingsgesondheid, eksterne kommunikasie, publieke deelname en ondersteuning aan die B-munisipaliteite.

Kommissie 4: Hulpbron ontwikkeling – hantering van menslike, operasionele en finansiële hulpbron planne om skoon oudits, nuwe begrotingsvereistes, IT, bate rekords, volhoubaarheid en ontwikkeling intern te verseker.

Die uitsette van die kommissies is met die Plaaslike Omkeerstrategie belyn en word as Bylaes A – D aangeheg.

Slot

Die plan is met die insette van die burgemeesterskomitee en die bestuurspan opgestel en word voorgelê vir goedkeuring en implementering.





6.2. Strategic Logic and Analysis

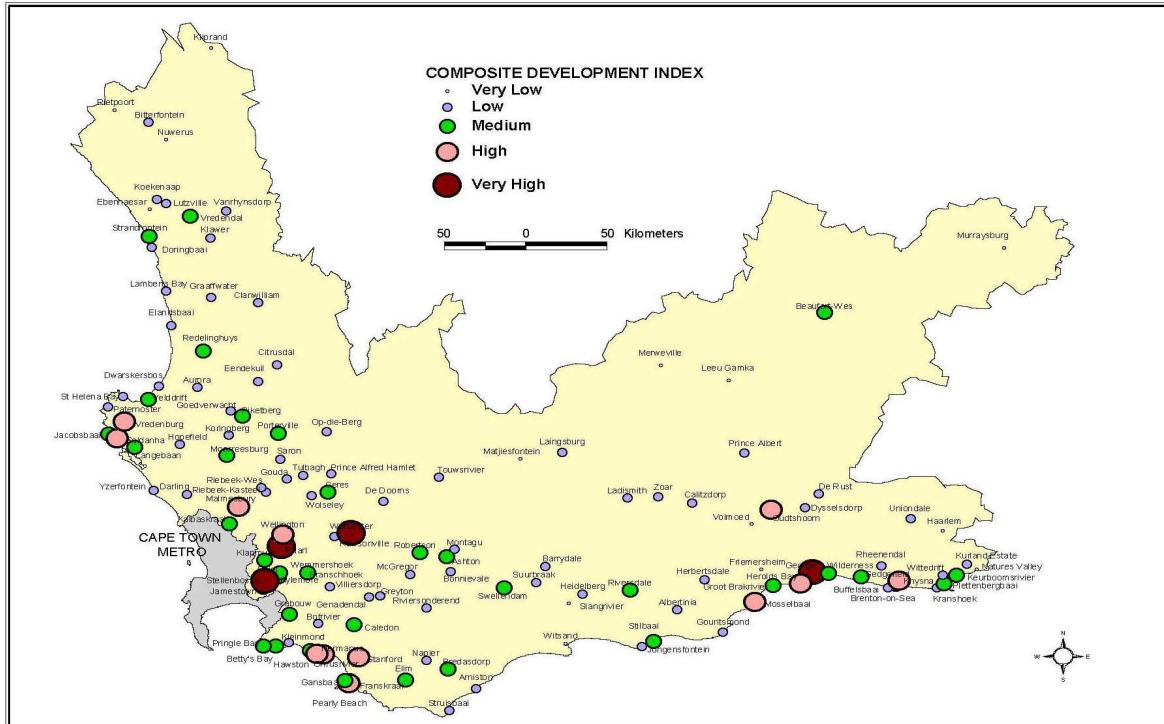


Figure 2: Development potential of towns in the Western Cape

To this end, the Integrated Development Plan of the West Coast District takes cognisance of the National Spatial Development Perspective (NSDP), the Accelerated Shared Growth Initiative of South Africa (AsgISA), the Joint Initiative Priority of Skills Acquisition in South Africa (JIPSA), the Millennium Goals and the Provincial Growth and Development Strategy (*iKapa* GDS). Another major strategy that influenced the West Coast District's planning and provided clear guidelines for investment in first- and second-order towns in the West Coast is the Growth Potential of Towns Strategy which indicates towns where major economic development can occur.

It is critical that investment in the West Coast Region is strategically guided by the National Spatial Development Framework, the District's Spatial Development Framework and the Growth Potential of Towns Study conducted in the region.

The strategies and policies highlighted are the key drivers for economic growth and economic investment which can play a pivotal role in the reduction and alleviation of poverty in the West Coast Region.

6.2.1 National Spatial Development Perspective

The National Spatial Development Perspective's main objectives are to ensure that local, national and provincial government, non-governmental organisations, community-based organisations and the private sector invest in geographical areas that will enhance maximum economic growth and opportunities and encourage greater spatial integration between these sectors.





- **Components of the NSDP**

- Developing a shared analysis among the different spheres of government;
- Envisioning a shared socio-economic and development trajectory for the West Coast Region;
- Identifying pivotal economic and social interventions and developing strategies that can enhance economic growth in the region; and
- Building the institutional base for multi-stakeholder cooperation and action-plan key economic drivers in the region.

6.2.2 ACCELERATED AND SHARED GROWTH INITIATIVE FOR SOUTH AFRICA

The Accelerated and Shared Growth Initiative for South Africa (AsgiSA) is in alignment with the National Spatial Development Perspective and informs the Integrated Development Plan of the West Coast District. The District is fully aware of the objectives of AsgiSA, namely to reach a 6% economic growth rate by 2014 in order to halve poverty and unemployment.

As part of the West Coast District's strategic mandate to alleviate and reduce poverty in the region, the District is in the process of completing a West Coast Regional Skills Audit in order to ascertain the shortage of skills in the region and to, importantly, invest in the appropriate skills that will harness the economic sectors identified in the region.

6.2.3 The Provincial Growth and Development Strategy

The West Coast District's Integrated Development Plan is informed by the key objectives of the Provincial Growth and Development Strategy (the *iKapa GDS*), namely to:

- Broaden economic participation in the West Coast Region;
- Invest in efficient connectivity of infrastructure development in the region;
- Plan, build and manage effective public and non-motorised transport;
- Create liveable and creative communities in the region;
- Foster a culture of resilient and creative communities;
- Ensure greater spatial integration in the region;
- Nurture a culture of tolerance and mutual respect amongst the citizens of the region; and
- Create and protect effective governance institutions.

6.2.4 Regional Goals and Objectives

Based on the above-mentioned national and provincial policies and strategies that inform the West Coast District's integrated development planning, the district in conjunction with the B-Municipalities has developed regional goals and objectives which inform the West Coast Integrated Development Plan. The West Coast's regional goals and objectives are:

- Improving the quality of life of all residents in the region through the development of key long-term strategies that will enhance their quality of life;
- Establishing and maintaining safe surroundings;
- Stimulating the regional economy pro-actively and responsibly;





- Promoting and conserving the natural environment;
- Conserving natural resources;
- Promoting and fostering pro-active cooperation with all development role players; and
- Supporting and developing the marginalised share of the community (youth, disabled, women and children).

6.2.5 Strategic Objectives

The West Coast District's long-term strategic objectives are informed by the five key performance areas for local government:

- Municipal transformation and organisational development;
- Delivery of basic services;
- Local economic development;
- Municipal financial viability and management; and
- Good governance and public participation.

6.2.5.1 Key Focus Areas for Development Goals

- Skills Development
- Saldanha Industrial Corridor
- Construction
- Tourism/ Argeological/ Medical
- Human Settlements
- Aqua culture/ land Reform
- Early Childhood Development
- Mineral and Mining
- Food Security
- Construction Dumping- Site
- Small-Scale Farming
- Soup-kitchen

6.2.6 Development Priorities: Key Focus Areas

The West Coast District's formulation of strategies and planning emanate from the integrated development planning process. Through this process, the West Coast District has derived the following development planning and key priorities that will address unemployment, enhance educational opportunities, alleviate poverty, and create jobs and fast-track hard and soft infrastructure development in the region.

The West Coast District's development planning and key priorities clearly address the disparity amongst the rich and the poor and aim to narrow the gap through the following developmental priorities:

- **Human wellbeing;**
- **Human resources development;**
- **Economic development;**
- **Cooperation amongst stakeholders;**
- **Development of the natural and built environment;**



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- **Creation and establishment of a safe environment; and**
- **Infrastructure development in the region.**

6.3. West Coast Regional Economic Development Strategy

6.3.1 West Coast Growth and Development Strategy

The Growth and Development Summit and the West Coast Regional Economic Development Strategy identified the following sectors for the West Coast Region that will spearhead fast economic growth in the region.

- ❖ Agriculture
- ❖ Fishing and Aquaculture
- ❖ Women in Construction
- ❖ Tourism
- ❖ Oil and Gas

The key economic sectors identified through the Regional Economic Development Strategy (REDS) for the West Coast Region is a guiding tool to address our long term economic development aspiration for the West Coast. The Regional Economic Development Strategy is to enhance economic development in the West Coast Region.

The emphasis of the West Coast Regional Economic Development Strategy is for the West Coast District in conjunction with the municipalities to ensure an economy that will enhance and generate sustainable jobs, reduce poverty and improve the standard of living of our communities.

Through the West Coast District Municipality's continuous engagements with National/ Provincial, the private sector, labour, and communities regarding are we sure that major economic opportunities will play a leading role in reducing poverty and creating jobs throughout the West Coast Region.

The West Coast Regional Economic Development Strategy identified seven economic themes for the region, namely:

- **Theme One:** A Learning Region: Skills for Development
- **Theme Two:** Oil and Gas: Opportunities for the West Coast
- **Theme Three:** Aquaculture: Supplementing the Fishing Industry
- **Theme Four:** Small-scale Mining
- **Theme Five:** Agriculture: Linking Small Farmers to the First Economy
- **Theme Six:** The West Coast: A People and Place Experience
- **Theme Seven:** Women in Construction: Opportunities for Vulnerable Groups.





Areas: West Coast Region

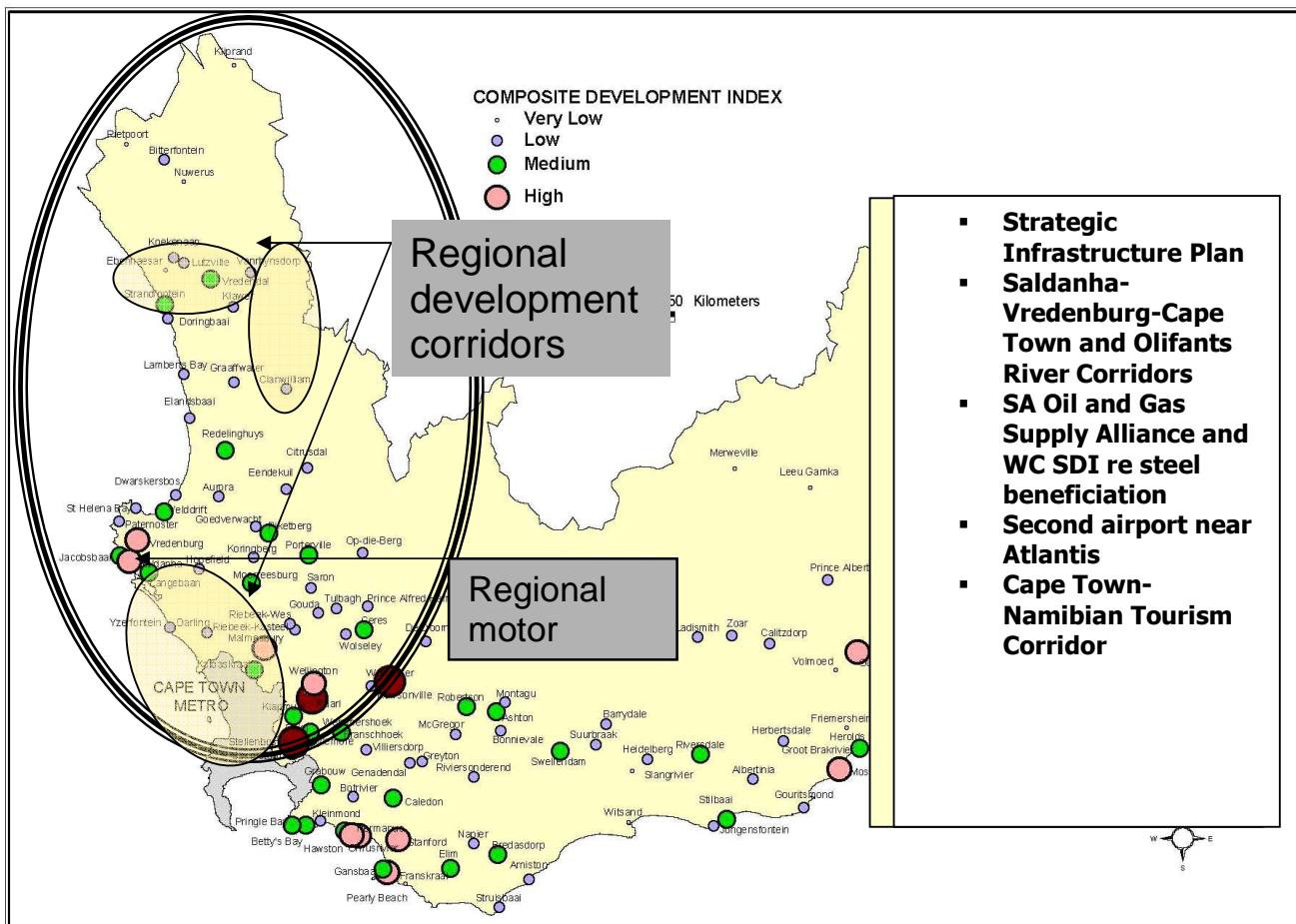


Figure 2: Development potential of towns in the Western Cape

There are key essential areas for economic growth in the West Coast Region. The West Coast District, in conjunction with the B-Municipalities, is committed to support major economic initiatives that will result in the involvement of our communities in the following areas:

- SMME Development**
- Skills Development**
- Women and Youth Development**
- Infrastructure Development**
- Investors**
- Access to Land**
- Procurement**
- Broad-based Black Economic Empowerment.**





Part of the West Coast Regional Economic Development Strategy is to brand the West Coast Region throughout the country and internationally with the assistance of our tourism counterparts and to encourage potential investors to invest extensively in the West Coast communities. Importantly, this strategy also endeavours to gear the West Coast Region for the 2010 Soccer World Cup.

6.4 West Coast District Municipality 2010 Awareness Campaign: Soccer World Cup 2010 R.S.A.

With the 2010 Soccer World Cup approaching us, everyone is gearing up for the biggest sporting event this continent has ever seen. South-Africa is ready to welcome between 400 000 and 500 000 tourists to our beautiful and diversify country. It is alleged by tourism industry, that three out of four tourists will visit the Western Cape.

OBJECTIVES

The West Coast District Municipality's objective is to ensure that as many people come to the West Coast Region during 2010. The West Coast District Municipality is also geared to market the West Coast District as a 2010 destination. The emphasis of our municipality is to bring the 2010 Soccer World Cup to the doorstep of the people and making a difference in the lives of the communities in the West Coast.

Therefore sport will be used as catalyst to educate and create social cohesion amongst our communities; thus our emphasis as the West Coast District Municipality to create an atmosphere of hype and awareness around 2010.

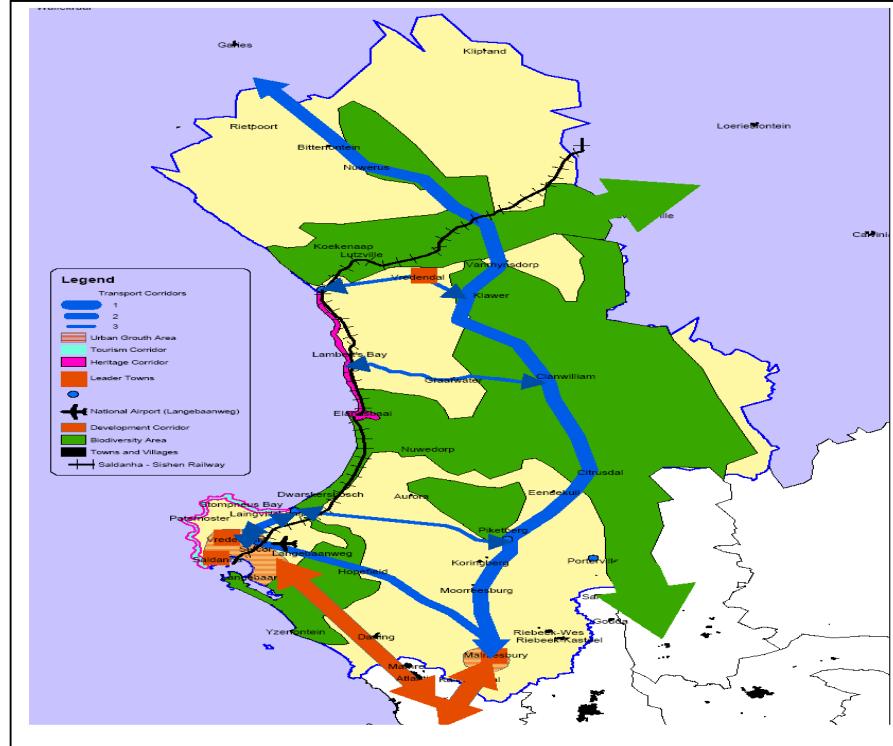
6.5 West Coast Spatial Development Plan

The West Coast Spatial Development Plan did not originate from or does not operate within a vacuum. Each municipal spatial framework is the result of the interpretation of national, provincial and local policies. In formulating the West Coast Spatial Development Plan, we first interpreted the national policy before moving on to the provincial policy and then bringing the local policy in alignment. Thus, the National and Provincial Spatial Development Plans fully informed the West Coast Spatial Development Plan.

The West Coast Spatial Development Plan has four strategic themes which form the basis for the West Coast's spatial development objectives:



**Spatial Development Framework: West Coast Region
Economic Growth and Urban (Re) Structuring**



6.5.1 Strategic Theme One:

- Align future settlements and investments with places of economic and resource potential, also taking into account efficiency at regional level.

Key Features

- It is expected that a transport corridor will develop between Strandfontein and Vredendal. This is based on the development potential of both Doring Bay and Strandfontein. In February 2007, 300 ha land was put out on tender in Strandfontein, indicating the development potential of the town.
- A transport corridor between Vredenburg and Velddrift/Laaiplek/St Helena Bay will also develop as these coastal destinations become more and more attractive as secondary property investments to people who live elsewhere.
- The major regional development corridor shown along the N7/Olifants River in the PSDF is not seen as a corridor of major importance to urban development. It is mainly agriculturally based and the development of its potential will be determined (and limited) by the extent of water supply. Even actions such as the proposed increase in the height of the Clanwilliam Dam are unlikely to have a substantial influence on urban settlement. The current Gross Regional Product is, however, expected to remain stable.
- A transport corridor between Malmesbury and Saldanha, via Hopefield, will also develop in future. This will be strengthened should the Saldanha airport be moved closer to Malmesbury, for instance to Langebaan Road.





Key Features

- The overwhelming urban and economic concentration that currently occurs in the south of the region is expected to strengthen over time.
- The three main towns that fuel this growth are Vredenburg, Saldanha and Malmesbury. It is expected that these towns will experience increasing development pressure. It is therefore very important to attend to the development policies, including the demarcation of urban edges. Malmesbury in particular needs to address the issue of urban edges as a matter of urgency.
- The Saldanha area was identified as a 'Regional Motor', combined with the planned enlargement of the harbour, current investigations into the establishment of a national airport, the proposed increase in the capacity of the Sishen-Saldanha railway line and growing linkages between the Cape Metropolis and the Saldanha area.
- It is envisaged that the Saldanha/Vredenburg area will, over time, become a secondary metropolis, Langebaan then forming an integral part of this urban complex.

6.6.1 Integrated Environmental Strategy

- The West Coast District Municipality (WCDM), with the local municipalities, drafted an Integrated Environmental Plan (IEP) for the West Coast Region as part of the integrated development planning process, and this plan was approved in 2006.
- The initial demand for an IEP stemmed from the need to devise a strategy that would enhance environmental integrity by balancing social and economic development in order to ensure sustainable development.
- Sustainable development is defined as development that meets the needs of the present generation without compromising the ability of future generations to meet their realistic needs.
- The WCDM then embarked upon the creation of a framework of performance with regard to environmental planning and environmental management through the application of a specific methodology entailing, amongst others, a consultative process with relevant role players and the general public.
- This framework refers to available resources and determines timeframes, legislative responsibilities, involvement of civil society and desired outcomes to be promoted and to be considered conjointly with other core components that constitute the realisation of sustainable development in the West Coast Region.



6.6.2 West Coast District Municipality: Implementation of Integrated Environmental Strategy:



6.6.3 Objectives of Integrated Environmental Strategy

- Coordinate and harmonise the environmental policies, plans, legislation, programmes and decisions that may affect the environment;
- Entrust the powers and duties aimed at the promotion and protection of a sustainable environment;
- Minimise the duplication of procedures and functions amongst local spheres of government and promote consistency in exercising functions that may affect the environment;
- Give effect to the principle of cooperative government in Chapter 3 of the Constitution; and
- Secure the protection of the environment within the West Coast Region and across the country as a whole.
- Environmental Education Campaigns and initiatives such as the National Marine Week, International Coastal Cleanup and Arbour week have been spearheaded by the West Coast District Municipality in conjunction with various provincial departments.
- Inland Water and Recreational Management/Estuary Management-Agreements with DWAF regarding the safe operating of boats and recreational activities at Misverstand and Bulshoek including the safety of people visiting the dams with by-laws promulgated by the WCDM.
- Estuary Management Plans- Completed estuary management plans for the management of Olifantsrivier, Berg River and Verlorenvlei on the West Coast-





- WCDM supplied the funding in co-operation with the Cape Estuaries Programme which is part of the new Integrated Coastal Management Act.
- Environmental Management and Assistance with Marine and Coastal Management – Regional Coastal Committee Established as part of the new Integrated Coastal Management Act
- A new project is underway to assist in the management of a safe and healthy environment in the Southern Area of the WCDM.
- Attending and following-up on environmental complaints received.
- Assisting various conservancies and NGO'S with environmental projects and management-Yzerfontein Conservancy/ Ebedag.

6.6.4.1 Estuary Management Plan

The National Environmental Management: Integrated Coastal Management Bill of 2006 established a system of integrated coastal and estuary management in South Africa, including norms, standards and policies, in order to promote the conservation of the coastal environment and to improve ecological sustainable development of the coastal zone; to define rights and duties in relation to the seashore and other coastal areas; to determine the responsibilities of organs of state in relation to the seashore and other coastal areas; to prohibit incineration at sea; to control dumping at sea and estuary pollution in the coastal zone and other adverse effects on the coastal environment; to give effect to South Africa's international obligations in relation to coastal matters; and to provide for related matters.

6.7 Integrated Transport Plan Strategy

6.7.1 Introduction

The West Coast District Municipality (WCDM) comprises of five local municipalities, i.e. Swartland, Saldanha Bay, Bergvliet, Cederberg and Matzikama municipalities, and three District Management Areas (DMAs). The DMAs include the settlements of Bitterfontein, Rietpoort, Kliprand and Nuwerus. The proposed integration of the West Coast District Management Area (WCDMA01) into the Saldanha Bay (WC014), Cederberg (WC012) and Matzikamma (WC011) Local Municipalities before the 2011 local elections was gazetted in the Provincial gazette extraordinary on 17 January 2008.

The preparation of the WCDM Integrated Transport Plan (ITP) is the responsibility of the WCDM as agreed with the Provincial Government of Western Cape (PGWC). The planning cost for the preparation for the District ITP (DITP) is covered by the PGWC. An agreement to this effect has been entered with the Province on the basis that the DITP will be prepared in accordance with the Minimum Requirements for the Preparation of an Integrated Transport Plan as Gazetted, and within the agreed programme. In terms of section 21 of the Local Government: Municipal Demarcation Act, 1998 (Act No. 27 of 1998), read with section 6 of the Local Government: Municipal Structures Act, 1998 (Act No.17 of 1998), the Municipal Demarcation Board has withdrawn the declaration of the district management area, and has re-determined the boundaries of the mentioned three Local Municipalities.

As part of a legislated development planning process all district municipalities have to compile Integrated Development Plans (IDP). The ITP is a specific sector plan that





feeds into the IDP and ultimately the ITP supports and forms part of the development of the Provincial Land Transport Framework (PLTF).

6.7.2 Transport Vision and Objectives

Various relevant policies and strategic documents were obtained and reviewed for this study. These documents, together with the review of the existing conditions in West Coast District Municipality, have informed the transport vision and objectives for the region. The vision statement in the IDP for the West Coast District Municipality clearly outlines the strategic development thrust as follows:

“The West Coast District realises that our core responsibility and mandate is to be developmentally orientated, namely to inspire, encourage and ensure a safe, healthy, educational, economically viable and friendly environment that will enhance and harness a culture of self-reliance amongst the citizens of the West Coast Region.”

The role of the ITP in addressing the strategic developmental challenges facing the West Coast district is to direct the contribution of the transport sector in supporting the strategic developmental interventions. It is the responsibility of the transport sector to respond in a manner that supports the IDP vision and to ensure that all initiatives are aligned with the four strategic goals. Accordingly, the vision for transport for the West Coast District Municipality is as follows:

“A transport system which responds to strategic local development objectives while addressing the social and economic needs of all the citizens of the West Coast Region.”

The following objectives have been developed in support of the ITP vision.

- Objective 1: Promote, support and enable job creation through local economic development and tourism initiatives.
- Objective 2: Improve public transport operations.
- Objective 3: Provide public transport infrastructure.
- Objective 4: Improvement of learner transport operations.
- Objective 5: Improvement of the road network.
- Objective 6: Improvement of road safety conditions.
- Objective 7: Improvement of conditions for non-motorised transport users.
- Objective 8: Promote and support the movement of freight.
- Objective 9: Develop a sound institutional and administrative environment.

6.7.3 Transport Register

The local public transport services in most areas allow people to access destinations in their local area or settlement to which they travel regularly but which cannot be reached on foot or by other non-motorised means. These destinations include essential services or activities accessed on a frequent basis, such as places of employment, shops, government services and schools. Public transport accounts for approximately 7% of total transport demand in the West Coast.

Passenger interviews conducted at various taxi ranks within the WCDM reveals a lack of long distance taxi services in most areas. Most public transport services are seldom



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scheduled for long distance trips and movements between nearby local municipalities. There is, however, an on demand service which can be used for long distance travel. The modal split for public transport services in the WCDM indicates that buses play a much smaller role than mini-bus taxis in moving people in the district. Buses have a small share of the overall commuter passenger volumes, approximately 22%, compared to the 71% for mini-bus taxis. The passenger train services of Metrorail operate only as far as Malmesbury in the Swartland Municipality. It has a single train in the morning and afternoon. The train is not electrified and only has a single track. A total of 193 passengers are recorded boarding in Malmesbury, similarly 197 is recorded alighting. The towns of Kalbaskraal and Abbotsdale also fall within the Swartland Municipality with a total of 155 passengers boarding at the rail stations in these towns.

The only commercial bus service that operates through the West Coast area is InterCape. The service has stops in Moorreesburg, Piketberg, Citrusdal, Clanwilliam, Klawer and Vanrhynsdorp. In most of the major towns mini-bus taxis also provide long distance services on a daily, monthly or ad hoc basis.

The road network can be categorised in terms of the authorities responsible for their upgrade and maintenance. These authorities are currently the South African National Roads Agency Limited (SANRAL), the Road Infrastructure Branch of the Western Cape Provincial Government, and the relevant Municipalities. The road network is divided primarily between rural and urban roads consisting of National Road N7, various major Provincial roads as well as District Roads linking the various towns with each other.

Public Transport Infrastructure in the West Coast District consist of 16 formal and 7 informal public transport ranks and more or less 26 formalised boarding points. Roughly half of the formal rank facilities are off-street facilities, designed for minibus taxi (MBT) operations, with demarcated lanes and bays according to destinations. There are shelters and mostly some amenity facilities for passengers, but there is a need for both the construction of additional facilities as well as for the upgrade of inadequate existing facilities in the District.

The National Household Travel Survey (NHTS) (NDOT, 2004) showed that over 50% of all work trips are made on foot in the WCDM area. The NMT environment is good in the towns where sidewalks and pedestrian crossing points have been provided, however, cycling facilities are absent. In the smaller settlements, pedestrian and cycling facilities are not catered for at all and it is generally expected that pedestrians have to use the road edges. BEN is currently planning to deliver bicycles to schools in a number of towns including helmets, locks and pumps and receive training in bicycle maintenance.

Records received from the Department of Education, dated 2007, indicated that there were a total of 156 primary, secondary and combined schools in the WCDM. The Department of Education records also showed that only 74 of these schools have scholar transport services, but does not indicate if all the services are subsidised. Schools with scholar transport services were located in each of the six local municipalities.

The (draft) Western Cape Provincial Freight Transport and Logistics Plan (WCPFTLP) highlighted the main road freight corridors in the Western Cape. Of relevance to this report are the N7 and the rail lines in the West Coast. The WCPFTLP also showed that





the main freight commodity for the rural Western Cape is break bulk, i.e. freight broken up into smaller units and not in a container. The West Coast District Municipal Area has no commercial airports that cater for domestic and international airlines. There are several airstrips which are municipal, private or military owned.

Population distribution and density in the WCDM differs according to the type of development and activities. People mostly travel to and within the municipalities where there is development nodes and activities, and those municipalities are mostly populated. The N7 as well as the R27 (West Coast Road) are two major corridors in the West Coast and they are major distributors of people, goods and services from the WCDM to other municipalities within the Western Cape, to other province as well as internationally. These major corridors are supported by other minor roads (R399, R45, R363 and the R364) within the DM.

6.7.4 Operating Licensing Strategy

The OLS for the WCDM has been prepared in accordance with the requirements of the National Land Transport Transition Act, 2000 (Act No 22, 2000) (NLTAA) and the Minimum Requirements for an Integrated Transport Plan: (November 2007) prescribed under that act. The relevant legislation, national and provincial policies guiding the OLS and the disposal of operating licences are presented. Based on this, a policy framework (the OLS) for the WCDM is developed to act as a guide when responding to an OLB request for comment upon applications by operating authorities.

The NLTAA legislated the conversion of public transport permits to operating licences. The conversion includes the shift from radius to route based permits to ensure that operators confine their operations to specific routes and stop invading routes used by the rival associations. In the WC the conversion of permits to operating licences has begun with the minibus taxis. The conversion for bus services is still to be completed. The latest CPTR for the WCDM (2005) was used to determine the locations of major taxi ranks in the district and to screen the utilisation on the current routes. Discussions with the Local Municipality steering committee representatives and, in certain areas, traffic officials indicated that operations and routes have changed significantly since the last survey which was undertaken in 2004 to update the 2005 CPTR.

This led to identifying ranks and routes for further surveys or updating the existing data to verify the recommendations that were made on whether operating licences should be withdrawn or whether new licences can be issued.

Through this OLS process it became clear that the data on MBT routes in the WCDM varies depending on the source of that information. Since the OLB is the official database for the recording of operating licence information it has been used as the basis of all analyses of taxi operations wherever possible. The route numbering system has also changed over the years with the introduction of the NLTIS system. The CPTR has also adopted a particular route numbering system. The only common element in the varying route numbering system is the route description and the route origins and destinations.





6.7.5 Strategies and Recommendations

The OLS comprise an analysis of the utilisation of taxi services in the WCDM in relation to the capacity available in the system. In order to formulate recommendations with respect to the over- or under-supply on each route, the daily capacity had to be calculated on all routes.

The recommendations will indicate whether there is an under-supply of services on a particular route and the need for additional operating licences should be investigated, or there if there is sufficient existing capacity in the system and thus new operating licences should not be granted.

Currently there is the assumption that the level of service supplied by informal operations provides a good estimate of passenger demand. This assumes that the industry would respond automatically to a sudden increase in demand by increasing the services offered but does not take into account those passengers who are currently hitchhiking or walking. In the CPTR, the number of passengers boarding and alighting is recorded only at ranks and not along routes, which also does not provide a real reflection of origin-destination patterns. In this regard, it is recommend that on-board MBT surveys be included as part of the method of gathering data for the CPTR.

The success of the OLS, which tries to balance supply and demand, is based on the assumption that legal operations can be enforced, i.e. current operators possess a valid operating licence, vehicles conform to the prescribed specification in terms of roadworthiness and passenger safety, and illegal operators can be identified and removed from the system.

Long distance transport is problematic in the district, but these issues are common for long distance transport throughout the country. Currently long distance road-based public transport services are provided by long distance luxury coach buses such as InterCape, etc. and long distance MBTs. These services are generally offered to major city centres on a weekend and during peak holiday seasons.

Recommendations to improve the regulation of long distance transport service include, before issuing long distance OLs, future applications should consider existing service in the return direction that already exists with the destination MBT association. Season fluctuation in passenger demand will need to be recorded and a decision must be made as to whether these licenses are issued with seasonal validity. Driver training and increased roadworthy checks must be implemented.

6.7.6 Transport Needs Assessment

In order to assess transport needs in the WCDM, it is important to understand the primary reasons for, or generators of, movement. There are generally 2 generators of movement, namely people and goods. Both of these are present in the WCDM, and thus collectively form the basis of demand for movement. People who live in WCDM move around to satisfy their daily needs, while movement is also generated by people who travel into, out of, or through the municipality. Goods are also moved into, through and out of the WCDM to and from local, national and international locations. In response to the demand for movement from people and goods, there is a supply of transport institutions, service and infrastructure to facilitate the movement of people and goods.





It emerged from the data collected that the majority of passenger trips in the WCDM are generated by people who live in the district and travel locally. The 2 most prevalent local trip types are trips to educational institutions and to places of work. The data on trip destinations have an impact on the focus of future strategies and projects that involve the supply of transport services and infrastructure. The largest number of trips in the district is to access employment. Unemployment and poverty in the district are major issue, with an estimated 36% of the population in the West Coast Region not economically active.

In order to identify particular issues with respect to transport in the WCDM a number of interviews were held with stakeholders during the data capturing phase of this ITP and the findings of these interviews and analyses are presented below.

6.7.7 Interviews with WCDM operators, drivers and passengers:

Interviews were undertaken at 11 taxi ranks in various towns in WCDM during April and May 2009. These towns covered major centres in the local municipalities (Malmesbury, Saldanha, Vredenburg, Vredendal, Piketberg, Moorreesburg and Clanwilliam) as well as smaller rural towns which are local hubs for accessing services in the district (Klawer, Lutzville, Citrusdal and Porterville). Interviews were conducted with operators (associations), drivers and passengers. Issues that emerged during the interviews are summarised below in six categories: administration, law enforcement, routes and operations, roads, vehicles and ranks.

- Administration**

Passengers did not comment on administrative issues in the WCDM. Operators and drivers reported a number of issues related to the application, approval and renewal processes for Operating Licences (OLs). The waiting period for approval of OLs was reported to sometimes be a number of months. Drivers and vehicle owners reported that the requirement that vehicles had to be inspected for roadworthiness every year was particularly onerous since there were too few testing centres in the WCDM. Concern was also expressed on the permit conditions involving dedicated routes. It was felt that permit conditions were not conducive to rural situations as they were not allowed some sort of flexibility to access remote settlements or farms.

- Law enforcement**

A wide-spread problem reported by drivers and operators alike across the district was the presence of illegal (pirate) MBT operators in most towns. Illegal operators cause lower demand routes, there are fewer passengers wanting to be transported by MBT. As a result waiting times often increased since the MBTs usually waits to fill up before departing, thus reducing the passenger demand on these services as passengers do not want to wait.

- Routes and operations**

- Operators and drivers reported a lack of demand for transport in many settlements in WCDM, and these were not necessarily limited to smaller places such as Klawer, Darling and Aurora. High levels of unemployment, widespread poverty and low settlement and population densities would all contribute to reduced expenditure on transport.





- **Roads**

Concerns surrounding roads in the district centred include a lack of sufficient road maintenance and warning signs for potholes on both paved and unpaved roads were reported. A lack of a sufficient number of roadside embayments and shelters to pick up or drop off passengers on all types of roads and throughout the WCDM was a cause for concern among drivers and passengers alike. High volumes of heavy and agricultural vehicles on the road network during the peak periods, which make road conditions unsafe as MBTs try to bypass these vehicles.

- **Vehicles and drivers**

Passengers were concerned by drunk and generally reckless driving on the part of MBT drivers, as well as a tendency by some drivers to play loud music while travelling. Other concerns relating to drivers and vehicles that were reported by passengers included the overloading of vehicles, the frequent lack of luggage space on especially long distance trips leading to significant discomfort for extended periods of time, long waiting times before departures and long travel times in general. Many passengers throughout the district reported that travel comfort in MBT was not of a good standard due to vehicle quality or to driver behaviour.

- **Ranks**

Issues that were reported in relation to ranks tended to relate to the provision and maintenance of amenities and facilities provided at ranks throughout the WCDM, as well as the location of existing and new ranks. Many new ranks were located away from the centres of settlements and thus inconvenient to access on foot, especially when carrying luggage, which led to ranks being underutilised.

6.7.8 Interviews with school principals:

Records received from the Department of Education in 2009 indicated that there were a total of 157 schools in WCDM. The records showed that 134 of 157 schools had scholar transport services. The highest concentrations were primarily located in Swartland LM (39%), Berg River LM (33%), Cederberg LM (26%) and Matzikama LM (24%). In order to gauge the scholar transport situation in the WCDM as a whole, a list of 36 schools, out of the indicated total of 157 schools were identified for further interview. This sample included urban and rural schools with or without subsidised scholar transport services.

- **Rural schools**

A major issue was the condition of roads surrounding schools frequently inhibiting access to schools by any motorised means, long walking distances and lack of transport alternatives to schools and road safety at schools located near major roads. This affected school staff and scholars in equal measure and reduced the number of effective school days in year

- **Urban schools**

In urban schools, scholars often use general public transport services to access schools since such services are more readily available in densely populated areas. Parents or schools sometimes also make special arrangements with MBT operators to provide a dedicated service. Walking distance was not seen as a major issue in more densely populated areas. This can be attributed the wider choice and larger number of schools in these areas, as well as the presence of public transport





services. Principals' opinions varied on the desirability of an organised, subsidised scholar transport service. Some stated that due to sufficient transport alternatives there was no need, while others indicated that it could lead to travel time and road safety benefits for scholars.

The transport register has summarised the existing conditions for each of the transport sectors within the DM. Interviews and discussions were also held with the Local Municipality (LM) representatives to assess the existing conditions and to develop strategies and solutions to the mobility problems experienced by locals. Various issues and recommendations were noted as part of the assessment in public transport, long distance transport, scholar transport, NMT, roads and traffic and freight. In response to the needs assessment of the WCDM, various transport-focused improvement strategies are proposed. Those sectors responsible for implementation include local municipalities, WCDM, PGWC and National Government (NDoT).

6.7.9 Summary of Local Integrated Transport Plans

This section summarises the core features of the Local ITP's that have been prepared for local municipalities within WCDM.

Cederberg local municipality

Areas within the Cederberg Municipality are mostly rural with only 8.8% of people living in urban areas such as Clanwilliam, Citrusdal, Lambert's Bay, Graafwater, Elands Bay and Wupperthal.

The taxi rank located in Citrusdal is the only formal rank in the Cederberg local municipality, with approximately 200 commuters recorded on a Friday and around 380 commuters on Saturdays. There are currently no bus or train services for local commuters in the towns of Cederberg municipality. General public transport issues include the lack of taxi services during the week, the unavailability of public transport services for farm workers or in cases of emergency and lack of organised routes and services to major towns in Cederberg and neighbouring towns in the WCDM.

The main problem identified by the LM representative in the Cederberg Municipality is the lack of resources at a municipal level to deal with disaster management and the transportation of hazardous material through the towns of Cederberg. There are also no alternative routes identified for abnormal loads passing through the towns from Gauteng.

A general lack of maintenance budget to upgrade poor road conditions is also highlighted for this municipality.

Swartland local municipality

According to the Socio-economic profile for the WCDM, approximately 71% of households in the Swartland municipality are located in urban areas, with Swartland contributing 29% to the West Coast district's GDP.

As indicated above, the towns in the Swartland municipality are much more urban in comparison to other towns in the WCDM. Generally settlements in the Swartland LM are much larger with higher densities in comparison to settlements in neighbouring municipalities. Due to significant population densities bus, rail and mini-bus taxi services are provided in the Swartland municipal area. Swartland is the only municipality in the WCDM that is serviced by passenger rail. The passenger train service of Metrorail operates as far as Malmesbury. It has a single train in the morning and afternoon. The results of the passenger interviews and issues recorded at the public meeting all indicate that the railway stations in Swartland are in a very poor condition, with little or no infrastructure at most stations.



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There are two formal taxi ranks in the Swartland municipal area, i.e. in Malmesbury and Moorreesburg. Total combined passenger volumes through the ranks came to approximately 1 300 commuters on a Friday and approximately 1 600 commuters on Saturday. This accounts for approximately 27% of total passenger movement in the WCDM.

The main problem identified by the LM representative in the Swartland Municipality is the presence of heavy vehicles passing through the local towns which pose a safety hazard to residents and other road users and also damages the street network.

Saldanha Bay local municipality

The Saldanha Bay local municipality is predominantly urban with the biggest town being Vredenburg. Contribution to the West Coast district GDP is predominantly from the Transport and Communication sector (54.5%), Manufacturing (47.9%) and the Construction sector (38.4%). Tourism and fishing-sector activities are also strong. In addition, Saldanha Bay has a well-developed iron-ore export facility at the harbour for iron-ore exports from the Northern Cape.

The main issues recorded for Saldanha Bay vary from poor road conditions to lack of public transport facilities. The main problems identified by the LM representative is the lack of funding for road maintenance and that the available funds only cover about 10% of what is required to maintain and upgrade local roads. Public transport passengers complained about the lack of services and infrastructure along certain routes in the towns, while the taxi association indicated that there was a large number of pirate taxis operating in the municipal area of Saldanha Bay.

Bergrivier local Municipality

According to the Bergrivier Municipality IDP review for 2009/2010, Bergrivier has a large rural population with 39.30% of all households in rural areas. This is a higher proportion of rural households than that of the whole district of 30.11%. The largest town is Piketberg, which serves as the administrative centre of the Municipality. Other areas are Veldrift, Porterville, the Moravian Mission stations of Goedverwacht and Wittewater, Eendekuil, Aurora, Redelinghuys and Dwarskersbos.

It has been highlighted in discussions with the local municipality, public transport passengers and in public meetings that the main issues regarding transportation in the area is the long distances people have to travel to access places of opportunities and the high costs associated with public transport services. Specific references were made to farm workers and pensioners who spend most of their income on travelling to access government services. It was also noted that there are various challenges related to scholar transport and that learners staying within 5km of schools are not serviced by the subsidised scholar transport bus services. Taxi operators highlighted the poor road conditions in the area that are causing damages to their vehicles which, in most cases, they can't afford to repair.

Matzikama local Municipality

According to the Socio-economic profile for the West Coast DM, Matzikama Municipality has approximately 60% of households in urban areas, with Vredendal being the largest town in the municipality. Economic activity in Matzikama is driven primarily by the Agriculture, Forestry & Fishing (27%) and Wholesale & Retail Trade; Catering & Accommodation (26.1%) sectors.

The taxi rank situated in the town of Vredendal recorded the highest volume of passengers moving through the rank when compared to other ranks surveyed in the WCDM. The issues recorded during the public participation process include poor road conditions, unsafe intersections, especially for scholars using NMT modes, overloading



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of farm vehicles when transporting farm workers and underutilisation of the taxi ranks in certain areas. Discussions with the LM representative highlighted the safety risk at schools where school buses and parents drop learners off in the road, as they are not allowed on the school premises. This is a huge safety risk as there are no proper pedestrian crossing facilities and learners walk in front or behind the buses as the vehicles are pulling away.

6.7.10 Funding Strategy and Summary of Programmes

The available budgets of the West Coast District Municipality per IDP category are presented in the full report. Capital expenditure for 2009/10 amounts to R72.3774 million and for 2010/11 and 2011/12 it amounts to R49.2 million and R53.95 million respectively. The largest part of the investment into infrastructure is allocated to water, which includes pump stations, pipelines and water purification systems. This is in line with the Municipal goals and objectives.

Capital expenditure on amenities is in the form of expenditure on sport facilities in the District Management Areas. There is no capital investment in transport infrastructure. Operational expenditure is financed by the Provincial Department of Transport for the upgrading and maintenance of the provincial rural road network. The District Municipality also maintains the local streets in the District Management Areas.

6.7.11 Public and Stakeholder Consultation

The following public and stakeholder consultations were undertaken as part of the review process: steering committee meetings with representatives of DM and LMs and PGWC, interviews with key stakeholder, interviews with public transport passengers, taxi drivers and associations, and interviews with school principals. In addition, the following organisations were also contacted:

- Taxi Associations in WCDM
- Long Distance Bus Companies
- Bus Companies subsidised by the EC DR&T
- The Department of Education that subsidizes scholar transport.
- SARCC / PRASA
- Freight companies

Two rounds of public meetings in strategic locations in the District and Local Municipalities to inform public of the ITP process, obtain information on existing conditions and to present the proposed projects. Stakeholders of the various municipal areas have raised a number of issues and concerns regarding the Integrated Transport Plan for the West Coast. Comments were raised by I&APs mainly during the scheduled meetings but also by means of fax and telephone conversation.

6.8 West Coast Disaster Management Plan

The West Coast District Disaster Management Framework was approved in February 2006.

"In terms of section 28 and 42 of the Act, provincial governments as well as metropolitan and district municipalities must compile Disaster Management Frameworks consistent with the relevant provincial and national frameworks and the Act.





The West Coast District DMP is essential to ensure an efficient and effective disaster risk management effort in the municipality. The DMP must also ensure that all role players in the municipality's disaster risk management arena (including government, semi-government and non-government bodies, traditional entities and the private sector) work together in a coherent and coordinated fashion to prevent and/or mitigate the occurrence of disasters."

Regional risks identified:

- Fires
- Drought
- Environmental degradation (water quality)
- Vehicle accidents
- Some flooding

The West Coast District Municipality opened the West Coast Disaster Management Centre in September 2008. This facility will include an ambulance and fire fighting station (to be utilised as "control rooms").

The West Coast District Municipality also completed five fire stations in the region with its mandate to effectively deal with Fire and Emergency Services.

6.9 District-wide Infrastructure Strategy

6.9.1 Infrastructure

All current new infrastructure projects pertain to the bulk water system. The capital projects regarding bulk water infrastructure are executed in accordance with the Bulk Water Master Plan. It is important to emphasise that all tenders for bulk water infrastructure projects are subject to the Supply Chain Management Policy of the West Coast District Municipality. The bulk water infrastructure is well maintained in the district.





6.9.2. Water Services Development Plan

The West Coast District Municipality Water Services Development Plan for the District Management Area and Region was approved by Council in May 2008. It is the West Coast District's ultimate goal to progressively ensure efficient, affordable, economical and sustainable access to water services that will promote sustainable livelihoods and economic development for the region.

All capital projects for the bulk water system are identified through the GLS specialise water master plan and is updated annually.

6.9.3.1 Water and Sanitation

- A master plan for the bulk water system is in place and is being updated annually.
- All water complies with the relevant standards 100% of the time and the key performance indicators are included in the Performance Management System and monitored monthly.
- A Water Demand Management Strategy, as identified in the Water Services Development Plan, is being implemented.
- A Water Monitoring Committee for the Langebaan aquifer extraction scheme is in place and meets quarterly.
- All bucket systems in the District Management Area have been eradicated.

6.9.3.2 Basic Service Delivery and Infrastructure Status Quo: West Coast Region

	Bergrivier	Cederberg	Matzikama	Saldanha Bay	Swartland	DMA
Housing budget	R10m	R3,5m for emergency housing project 320 families	R22 m	R9,53m	R4,15 m	Funds applied for
Planned units	231		550	646	50	58 units
Informal settlements and service provision	None n/a	626 families to be relocated- Clanwilliam Resettlement - Citrusdal (Wendy houses provided) Toilets, water, refuge	700 Basic service provision for 300	2936 All basic services	Phola Park Pending upgrade with regard to basic services and electrification	None n/a





6.9.3.3 Progress: Basic Service Delivery and Infrastructure Status Quo: Urban Areas:

%	Bergrivier	Cederberg	Matzikama	Saldanha Bay	Swartland	DMA	Region
Water	100	100	100	100	100	100	100
Sanitation	100	98	95	100	100	100 (UDS)	98.83
Electricity	100	98	95	97	100	100	98.33
Solid Waste	100	98	100	100	100	100	99.67

6.9.4 Energy: West Coast Region

There is no current personnel capacity for Energy in the West Coast District Municipality. However, the South African government has set a 10-year target for renewable energy by 2013. Eskom Holdings Limited is investigating renewable energy projects, which include a proposed wind energy facility in the Matzikama municipal area. This proposed facility will be comprised of a cluster of up to 100 wind energy turbines.

6.9.4.1 Energy Progress:

- Eskom will build 100 wind energy turbines in the Matzikama municipal area.
- Each wind energy turbine will deliver 2MW.
- Therefore, the proposed 100 energy turbines will provide the Matzikama municipal area with 200MW electricity.
- Importantly, one wind energy turbine can provide 300 households with electricity.
- The Environmental Impact Assessment has been completed.
- The EIA report has been forwarded to the National Department of Environmental Affairs and Planning (DEAT).
- DEAT needs to provide Eskom with a Record of Decision (ROD), a process which will take approximately three months.
- If DEAT is not happy with Eskom's EIA report, it will be returned for review.
- IF DEAT is happy with Eskom's EIA report, Eskom can go ahead with its planning to build the wind energy facility in the Matzikama municipal area.

Importantly, it would also be possible to locate a similar wind energy facility near Darling which falls within the boundaries of the Swartland municipal area.





6.10 West Coast Tourism Strategy: 2010-2015

Purpose

The objective with the formulation of a comprehensive tourism strategy for the West Coast Region was to look objectively at the entire tourism environment and to make recommendations accordingly with a view to ensuring that West Coast tourism in all its facets is developed, marketed and managed optimally.

Simultaneously, the intention was to provide answers to the W5H principle.

Product

Proposals forthcoming from this strategy included the following:

- Focused development and marketing approach;
- Establishment of gateways;
- Effective use of media for marketing;
- Staffing/funding and functioning of regional tourism structure;
- Incorporating communities into mainstream tourism.

6.10.1 Tourism Opportunities: West Coast Region

Swartland	Saldanha	Matzikama	Cederberg	Bergrivier	DMA
Cultural Village					
Heritage Development					
Tour Guides					
Arts and Crafts					
Hospitality Industry					

The West Coast District Municipality is currently reviewing the tourism strategy. There are a lot of tourism opportunities in the region, and as a district municipality, we encourage visitors to phone the West Coast Tourism Offices for more information regarding tourism in the region.

Furthermore, the West Coast District Municipality is also involved in driving Heritage Tourism in the region. To this end, our intention is to develop a Palaeo-Tourism Strategy for the region which will enhance the district's involvement in the tourism industry and encourage economic development throughout the region. In terms of the municipality's involvement in Ancient Heritage Tourism, the district's main emphasis will be on Archaeology, Palaeontology and Biodiversity.



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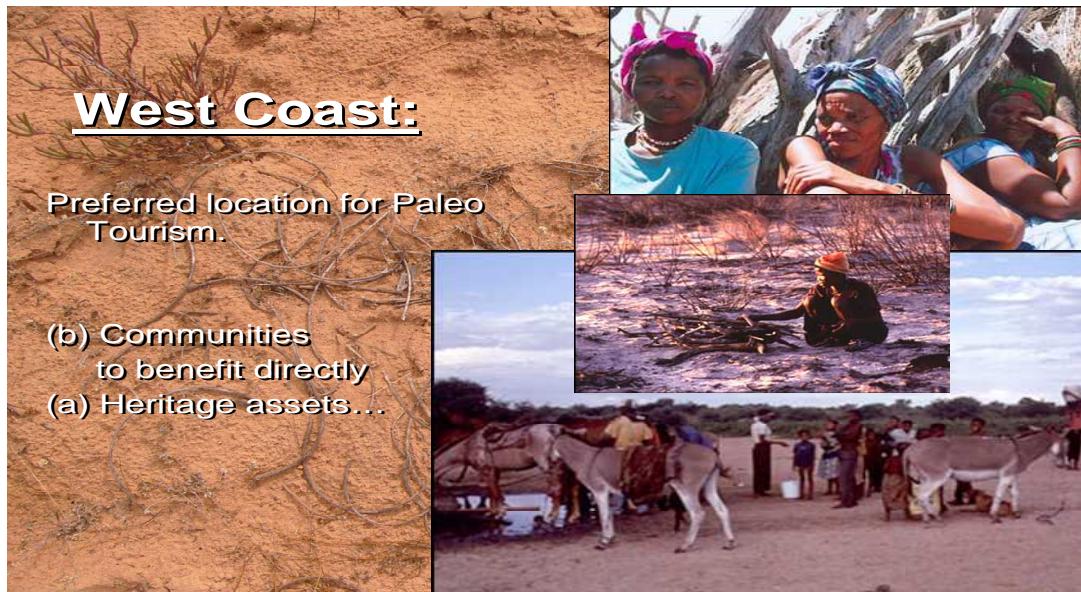


West Coast Archaeology:



Heritage Tourism: West Coast Region





Three compelling reasons for the West Coast District's involvement in Ancient Heritage Tourism:



- **1. The West Coast's Palaeo heritage assets have not been utilised.**

2. A new economy could be created through a Palaeo-tourism industry.
3. National policy in place.
4. Provincial Growth Development Strategy to incorporate Palaeo-tourism.





5. West Coast Region can furthermore incorporate the Cradle of Humankind into National policy.

The West Coast will emphasise the following nodes:

- Griqua Ratelgat Centre
- Verlorenvlei Centre
- Rock Paintings Centre
- !Khwa ttu Centre
- West Coast Fossil Park

The West Coast District Municipality encourages an intergovernmental agreement with various national and provincial departments to ensure the successful implementation of Heritage Tourism in the region. The West Coast District, in conjunction with other stakeholders, plans to draw up a Master Plan for Development, encourage intergovernmental funding arrangements and to, lastly, develop a strategy team for the successful implementation of Heritage Tourism in the region.

6.11 Land Reform Strategy

Outcome

A strategic document aligned with national land reform policy and targets which, with application, will enable role players in the West Coast Region to conjointly plan and operate in order to reach predetermined goals and objectives. With the formulation of the strategy, the WCDM has preconceived the national policy for area-based plans.

Product

The following priority actions (i.e. one to two years) have been identified to stimulate, achieve and maintain land reform momentum in pursuance of the set target:

(i) Initiating a West Coast District task team representative of the major role players to spearhead the implementation of the strategy, specifically the consolidation and integration of programmes at national, provincial, district and municipal level (e.g. water reform, beneficiary empowerment, capacity building, environmental awareness, local economic development, etc.)

6.12 WEST COAST DISTRICT AREA BASED PLAN

Land reform area based plan for the West Coast District and its cluster municipalities

The Area Based Plan (ABP) for the West Coast District Municipality and its cluster municipalities has been completed in 2009. The compilation of the Area Based Plan has been compiled under the auspices of the Department of Rural Development & Land Affairs and was managed by a Technical Committee comprising the West Coast District Municipality, its cluster of B Municipalities, the Department of Agriculture & Forestry (WC), Department of Water Affairs and Cape Nature.





Purpose of the plan

The purpose of the plan is to align the 2014 land transfer target with appropriate agricultural, socio-economic and environmental opportunities, and to integrate land reform as a development sector within the IDP and LED Strategy of each municipality.

Opportunities and constraints

To this end, the ABP has identified opportunities and constraints within the respective municipal areas, with an emphasis on agricultural corridors which comprise multiple developmental opportunities and advantages. Within such corridors, focus areas are identified to direct land acquisition for potential transfer and land reform purposes, including restitution, re-distribution and tenure security.

In summary, the West Coast District Municipality has developed the above-mentioned long-term strategies that have been earmarked to address the needs of communities in the West Coast Region. It is of crucial importance to encourage provincial and national departments to engage with the district municipality regarding the implementation of these strategies.





The West Coast District Municipality acknowledges that we are not the sole custodian of the integrated development planning process for the West Coast Region, and we call upon the private sector, non-governmental organisations, community-based organisations and provincial and national departments to strategically align their long-term plans with the West Coast District's Integrated Development Plan.

6.13 West Coast District Municipality: Pro- poor projects 2009/2010

The West Coast District Municipality in addressing the developmental challenges and strategic implementation in the West Coast Region has invested in a lot of pro-poor projects that places emphasis on the reduction and alleviation of poverty in our communities. The West Coast District Municipalities through the poverty alleviation strategy have identified programmes and projects that will to some extend alleviate the poverty experienced by our communities.

The West Coast District Municipality in the table below has implemented the following pro-poor projects throughout the West Coast Region for the 2009/2010 financial year. The Expanded Public Works Programme is furthermore one program that the municipality is utilising in ensuring the reduction of poverty throughout our communities. The community in the District Management Area through the EPWP program occupies short-term employment which to a larger extent improves the livelihood of their families.

The West Coast District Municipality for the 2010/2011 Financial Year is planning to implement the following projects which will enhance the well-being of our communities throughout the West Coast Region.

- Early Childhood Development
- AET Programme
- Youth Development
- Adult capacity building
- Computer training
- Alcohol / Drug Awareness
- Child protection
- Culture and Sport promotion

A Diagram of the West Coast District Municipality's Pro-Poor Projects is depicted in the table below:





6.13.1 PRO – POOR PROJECTS FUNDED THROUGH GLOBAL FUND PROGRAMME

NAME OF PROJECT	PROJECT DESCRIPTION
Sinethemba	Promotion of food Security
Illingelethu MPCC	Promotion of food Security
Darling Focus	To empower women focussing on abilities for sustained income
Darling Trust	HIV / AIDS Awareness and Support
Goedgedacht ARC	Job creation and income generation. Food Security
WEFES	Life Skill's Development Food Security
Aurora Women's Network	HIV / AIDS Awareness
Diakonale Dienste Nuwerus	Promotion of food Security
Heavenly Promises	Community based care for vulnerable children
MADA	Life Skill's Development for the Youth out of school
DORCAS	Job creation and income generation. Promotion of food security.
West Coast People's Village	Job creation and income generation
SCAC	Life skill's development for the youth out of school on farms
Citrusdal Voedsel Depot	Promotion of food security
Call to serve	Promotion of food security
Siyabonga	Job creation. Promotion of food security.
BADISA West Coast	Promotion of food security.
West Coast HIV / AIDS Initiative	Job creation Promotion of food security
Tirisano Training Organisation	Promotion of healthy living
Masibambane	Job creation
Youth of Hope	Life skill's development

6.13.2 YOUTH DEVELOPMENT

KEMOJA Project

The KEMOJA project will take place over the weekend of 12-13 May 2010 in Lamberts Bay. It will include youngsters from the Cederberg municipal area and will be done in partnership with the Department of Social Services. The aim of this programme is to assist the youth in addressing the challenges of drug abuse in their local communities.

Youth: Algeria

WCMD in partnership with Goedgedacht Youth Centre will present a weekend youth programme in Algeria. The aim of this programme is to identify the needs of the youth in Algeria and to assist them in programme planning and organizing. This programme will form a basis for sustainable youth development in Algeria.



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SONDEZA Youth Initiative

Swartland Municipality in partnership with ABSA and WCDM are organizing the Sondeza youth initiative each year. The main objective of this camp is to develop leadership skills among the youth. About one hundred learners from the west coast and abroad participate in this camp.

6.13.3 ALCOHOL AND DRUG ABUSE

Local Drug Action committees

WCDM participate in the training of local drug action committees. These committees have to be established in each municipal area in the west coast. The aim of these committees is to see that the latest policies of alcohol and drug abuse are implemented in the local communities. The committee also function as the representatives from the local communities who address the challenges of alcohol and drug abuse in the community.

Sport Forum

A sport forum for the DMA was established on the weekend of 3-4 April 2009. About ten soccer clubs and one rugby club are represented on this forum. The aim of this forum is to support and develop sport initiatives in the DMA.

WCDM is also supporting sport development within the west coast region. They form part of the West Coast Sport Forum which organizes the West Coast Sport Gala each year.

Cultural

The DMA is a very rich and cultural diverse area. This talent and diversity have to be developed on a continuous basis. The need for a cultural forum therefore is of absolute importance. A cultural forum was established on the weekend of 28 March 2009. The aim of this forum is to develop, organize and support all cultural activities in the DMA. This cultural forum should also be linked with the tourism activities in the area which is a possible resource for further economic development opportunities.



West Coast District Municipality

IDP 2010-2014

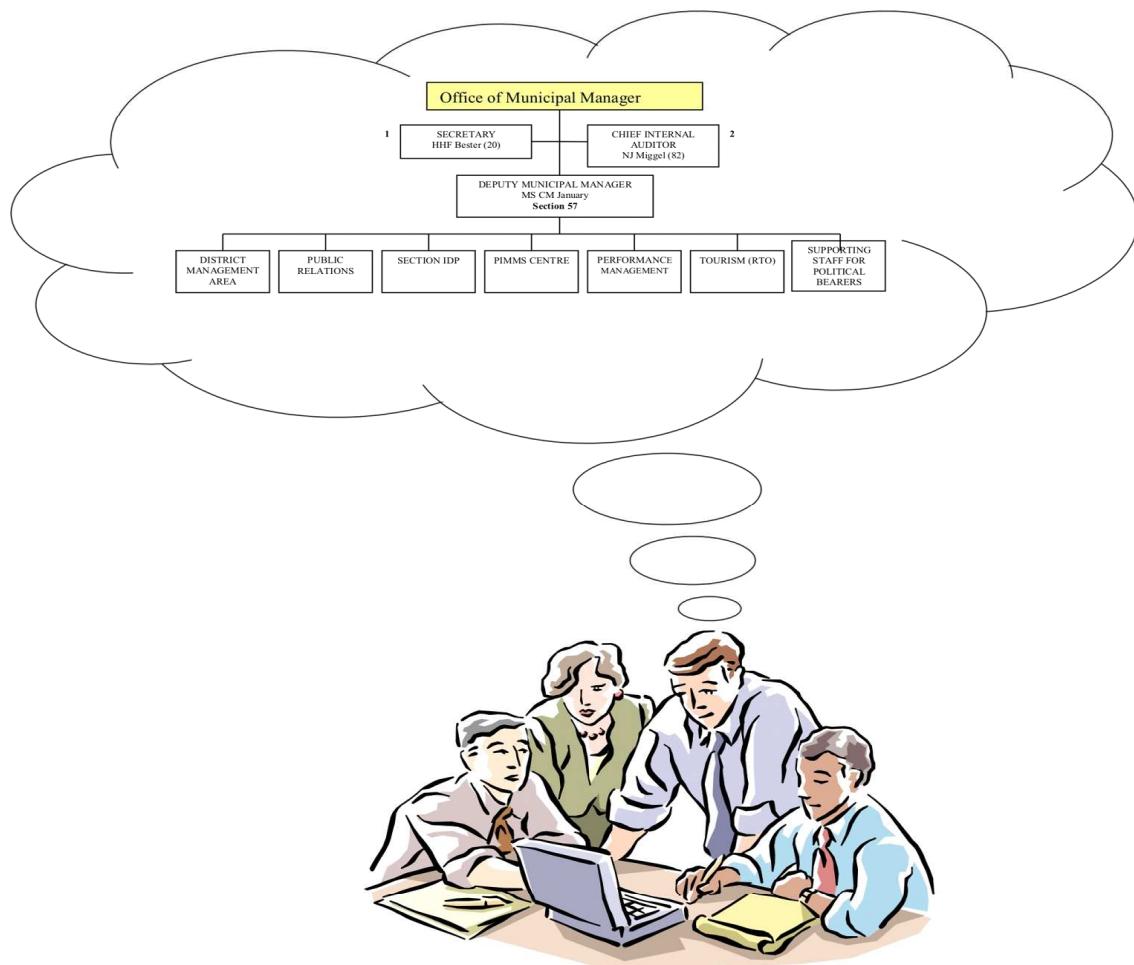


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Chapter 7

Institutional Context



West Coast District Municipality

IDP 2010-2014



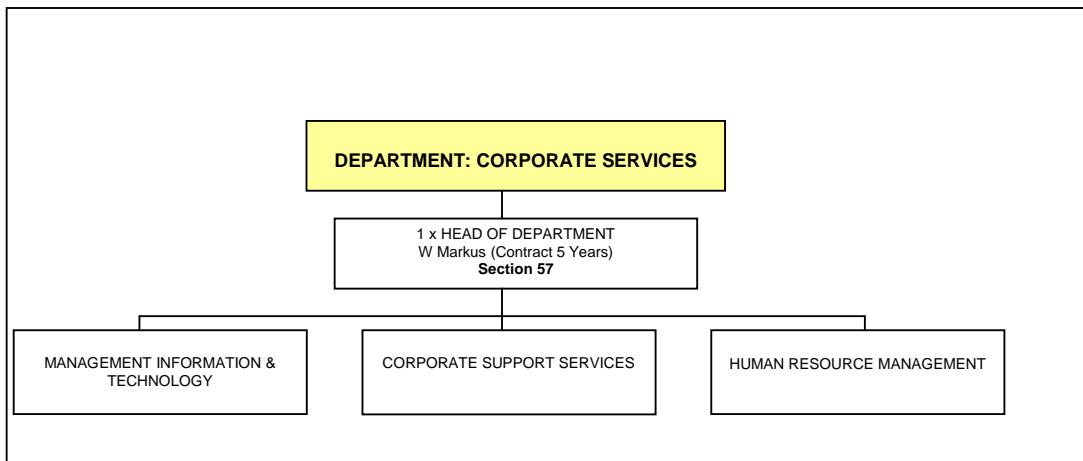
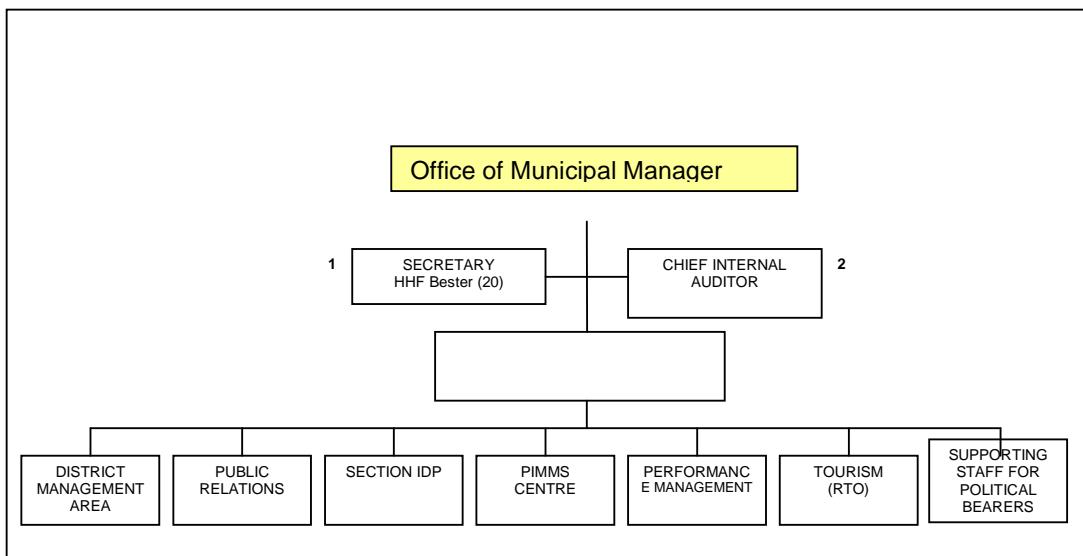


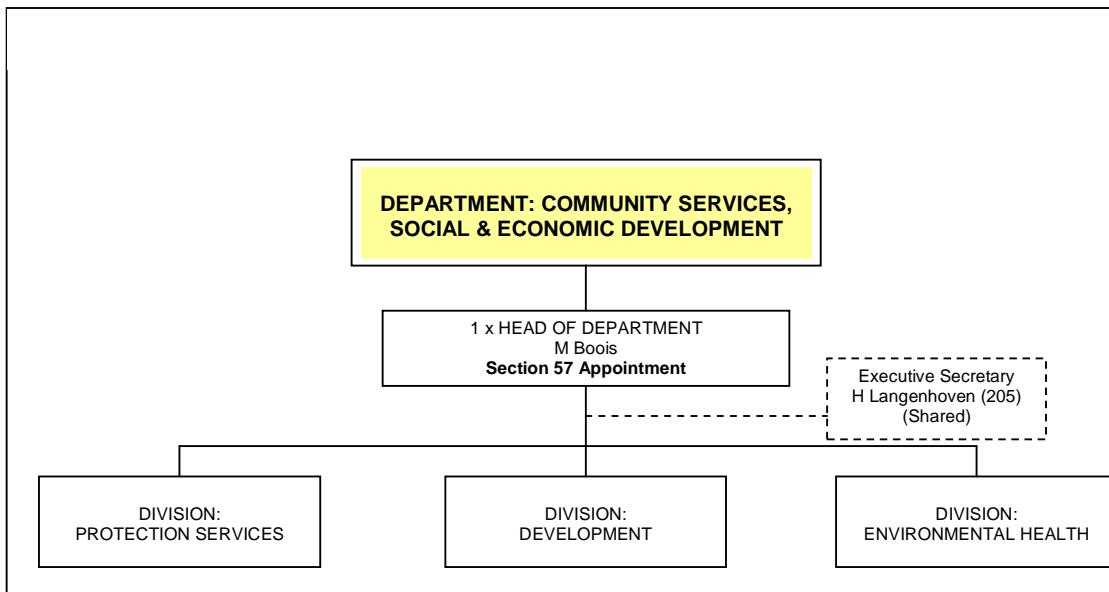
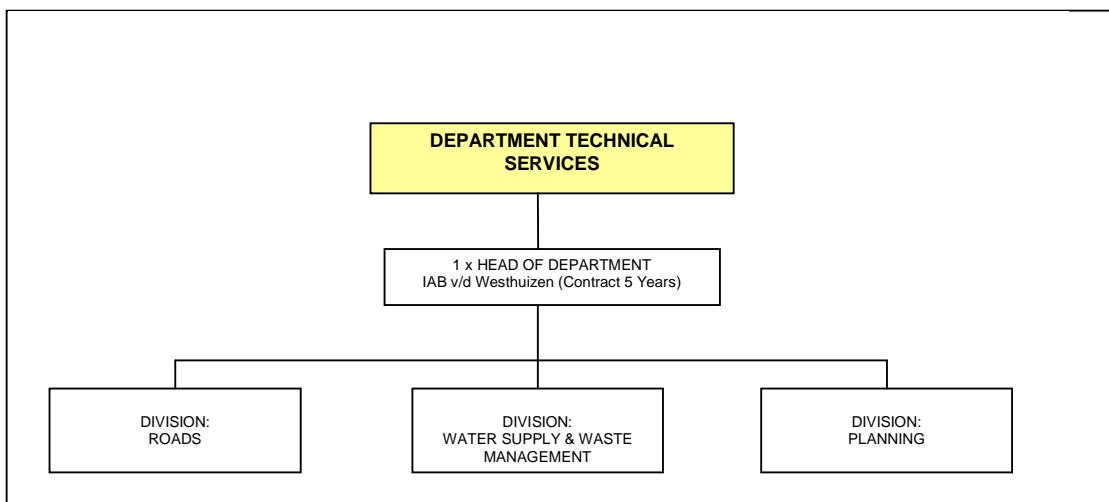
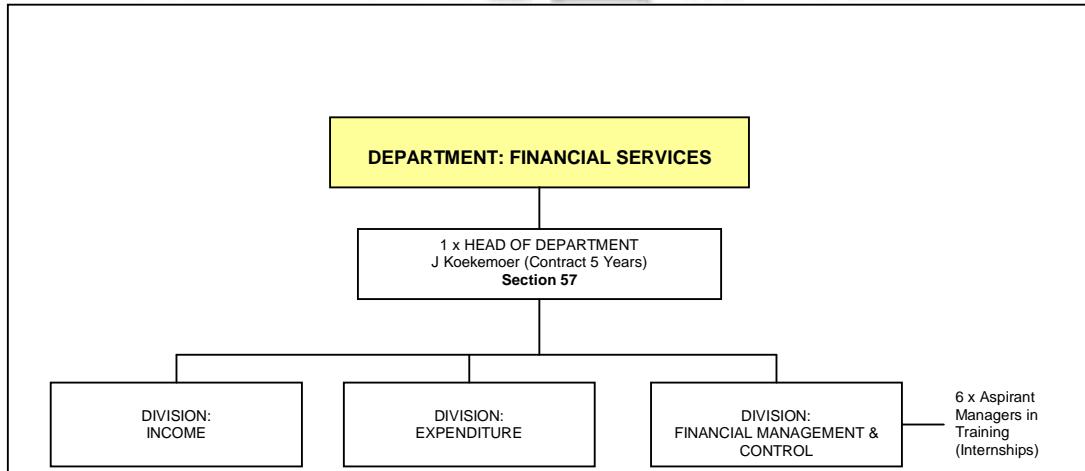
The West Coast District Municipality is governed by the DA and ID coalition political structure. The employees number 481 permanent workers with another 32 contractual workers employed on a rotational basis who function in as yet vacant but allocated positions within the organogram.

WCDM Institutional Structure

The organogram (as depicted below) of the West Coast District Municipality has been approved by the Council in October 2007.

West Coast District Municipality Institutional Organogram:







Chapter 8

Service Delivery Budget Implementation Plan



West Coast District Municipality

IDP 2010-2014





Chapter 9

Budget 2010/2013



West Coast District Municipality

IDP 2010-2014



West Coast District Municipality

IDP 2010-2014



IDP / BUDGET LINKAGES

	IDP Category / Description	CAPEX			OPEX			OPIN			DORA
		2010/2013	2011/2012	2012/2013	2010/2011	2011/2012	2012/2013	2010/2011	2011/2012	2012/2013	2010/2011
A	Human Well-Being	R 0	R 0	R 0	R 14,558,400	R 14,545,390	R 16,180,590	R 3,121,860	R 3,620,430	R 4,000,370	R 0
A.1	Health Inspectors				R 14,558,400	R 14,545,390	R 16,180,590	R 3,121,860	R 3,620,430	R 4,000,370	
A.2	Public Health										
B	Human Resource Development	R 0	R 0	R 0	R 1,664,390	R 1,137,340	R 1,207,030	R 754,050	R 188,400	R 83,370	R 104,000
B.1	Training				R 1,500,000	R 924,370	R 970,590	R 650,000	R 79,400	R 83,370	
B.2	Library Services				R 164,390	R 212,970	R 236,440	R 104,050	R 109,000		
B.3	Library Services										R 104,000
C	Economy				R 6,059,670	R 5,846,410	R 6,362,780	R 2,114,110	R 2,246,130	R 2,358,500	R 0
C.1	Tourism				R 2,142,090	R 1,567,180	R 1,734,770	R 10,000	R 29,810	R 31,310	
C.2	Public Amenity (Ganzekraal)				R 3,917,580	R 4,279,230	R 4,628,010	R 2,104,110	R 2,216,320	R 2,327,190	
D	Co-Operation	R 373,000	R 500,000	R 500,000	R 52,479,710	R 43,654,990	R 64,120,320	R 102,792,000	R 90,846,580	R 116,523,600	R 70,554,000
D.1	RSC Levies				R 3,354,480	R 4,264,360	R 4,513,080	R 71,953,930	R 70,375,910	R 72,708,920	R 57,565,000
D.2	Administration				R 6,569,820	R 7,790,130	R 8,550,670	R 19,520	R 2,366,860	R 2,485,220	
D.3	Council Expenses				R 6,895,570	R 6,585,840	R 7,389,990		R 2,650	R 2,790	
D.4	Municipal Manager				R 5,858,340	R 6,433,130	R 7,157,870	R 9,950	R 1,422,510	R 1,493,650	R 750,000
D.5	Contribution and Grants				R 15,548,940		R 15,230,000	R 14,178,940	R 3,768,770	R 25,014,670	R 11,139,000
D.6	Finance				R 7,714,560	R 9,423,980	R 10,337,830	R 10,091,660	R 3,752,330	R 3,877,470	R 1,000,000
D.7	Local Bodies				R 6,538,000	R 9,157,550	R 10,940,880	R 6,538,000	R 9,157,550	R 10,940,880	
D.8	Other	R 373,000	R 500,000	R 500,000							
D.9	Community workers support grant										R 100,000
E	Safe Environment	R 4,661,970	R 4,200,000	R 4,400,000	R 25,976,210	R 24,996,920	R 26,011,820	R 3,349,600	R 3,499,200	R 4,000,000	R 333,000
E.1	Fire Fighting				R 19,960,640	R 19,021,690	R 20,202,030	R 3,349,600	R 3,499,200	R 4,000,000	R 333,000
E.2	Disaster Management	R 15,000			R 6,015,570	R 5,975,230	R 5,809,790				
E.3	Firefighting Vehicles	R 3,000,000	R 3,600,000	R 3,800,000							
E.4	Equipment	R 1,646,970	R 600,000	R 600,000							
F	Natural and Build Environment	R 0	R 0	R 0	R 5,334,330	R 5,286,830	R 5,853,470	R 162,500	R 104,000	R 108,000	R 0
F.1	Development				5,334,330	R 5,286,830	R 5,853,470	R 162,500	R 104,000	R 108,000	
G	Infrastructure	R 46,700,000	R 79,500,000	R 69,500,000	R 74,572,900	R 77,192,295	R 84,571,460	R 76,193,950	R 80,860,380	R 87,656,800	R 13,226,160
G.1	Water										
G.1.1	Waterworks				R 72,001,480	R 75,232,205	R 82,410,800	R 73,558,900	R 77,228,390	R 84,100,830	R 12,793,160
G.1.2	Water (DMA)				R 2,571,420	R 1,960,090	R 2,160,660	R 2,635,050	R 3,631,990	R 3,555,970	R 433,000
G.1.3	Glen Lily System	R 12,000,000	R 4,000,000	R 1,800,000							
G.1.4	Vergeleel Storage upgrading & Refurbishment	R 23,000,000	R 11,000,000	R 3,400,000							
G.1.5	Upgrading of pipelines	R 4,000,000	R 16,000,000	R 12,000,000							
G.1.6	Swartland pipeline	R 5,000,000	R 13,000,000	R 10,000,000							
G.1.7	Pump Stations	R 700,000	R 500,000	R 500,000							
G.1.8	Vergeleel pipeline	-	R 13,000,000	R 1,800,000							
G.1.9	Water Purification optimization	R 2,000,000	R 22,000,000	R 40,000,000							



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	Other	R 3,695,000	R 4,285,000	R 4,545,000	R 0	R 0	R 0	R 0	R 0	R 0	R 0	R 0
G.1.10	Vehicles	R 500,000	R 750,000	R 800,000								
G.1.11	Electric Equipment	R 50,000	R 80,000	R 100,000								
G.1.12	Flow Meters	R 500,000	R 500,000	R 300,000								
G.1.13	Lab Equipment	R 100,000	R 40,000	R 80,000								
G.1.14	Computers \$ Network	R 70,000	R 100,000	R 100,000								
G.1.15	Furniture and Office Equipment	R 70,000	R 50,000	R 80,000								
G.1.16	Airconditioning	R 20,000	R 20,000	R 15,000								
G.1.17	RO Plant Equipment	R 60,000	R 65,000	R 70,000								
G.1.18	Borehole Equipment	R 45,000	R 50,000	R 50,000								
G.1.19	Valves and Meters	R 80,000	R 50,000	R 50,000								
G.1.20	Irrigation System	R 150,000	-	-								
G.1.21	Valves	R 2,000,000	R 2,500,000	R 2,800,000								
G.1.22	Cathodic Protection	R 50,000	R 80,000	R 100,000								
G.2	Electricity	R 0	R 0	R 0	R 1,611,960	R 1,792,710	R 1,887,120	R 1,830,050	R 1,660,310	R 1,808,830	R 0	
G.2.1	Electricity (DMA)				R 1,611,960	R 1,792,710	R 1,887,120	R 1,830,050	R 1,660,310	R 1,808,830		
G.3	Waste Management	R 0	R 0	R 0	R 3,193,950	R 3,128,250	R 3,283,090	R 2,521,490	R 1,935,860	R 2,136,090	R 0	
G.3.1	Refuse (DMA)				R 1,156,850	R 989,240	R 1,037,120	R 1,321,490	R 1,935,860	R 2,136,090		
G.3.2	Planning Waste and Projects				R 2,037,100	R 2,139,010	R 2,245,970	R 1,200,000				
G.4	Amenities	R 2,505,160	R 0	R 0	R 4,296,940	R 3,654,810	R 3,863,860	R 53,890	R 73,280	R 76,980	R 0	
G.4.1	Sport fields (DMA)				R 199,360	R 295,790	R 319,430		R 260	R 280		
G.4.2	Cemetery (DMA)				R 31,830	R 29,940	R 33,500	R 1,500	R 1,800	R 1,900		
G.4.3	Land and Buildings				R 3,488,740	R 2,780,850	R 2,904,310	R 50,850	R 69,780	R 73,280		
G.4.4	Multi Purpose Centre (DMA)				R 577,010	R 548,230	R 606,620	R 1,540	R 1,440	R 1,520		
G.4.5	Bitterfontein : Sewerage System : Sports field	R 1,150,775										
G.4.6	Nuwerus : New Community Centre	R 1,354,385										
G.5	Transport	R 4,000,000	R 0	R 0	R 47,829,790	R 50,018,620	R 51,661,410	R 47,598,360	R 49,600,000	R 51,200,000	R 0	
G.5.1	Streets (DMA)				R 233,430	R 418,620	R 461,410	R 2,000				
G.5.2	Roads				R 47,596,360	R 49,600,000	R 51,200,000	R 47,596,360	R 49,600,000	R 51,200,000		
G.5.3	DMA : Roads (Paving)	R 4,000,000										
G.6	Housing	R 0	R 0	R 0	R 303,760	R 471,990	R 522,970	R 893,270	R 963,620	R 1,011,810	R 0	
G.6.1	Housing				R 303,760	R 471,990	R 522,970	R 893,270	R 963,620	R 1,011,810		
	Total	R 61,935,130	R 88,485,000	R 78,945,000	R 237,882,010	R 231,726,555	R 265,525,920	R 241,385,130	R 235,598,190	R 270,964,350	R 84,217,160	



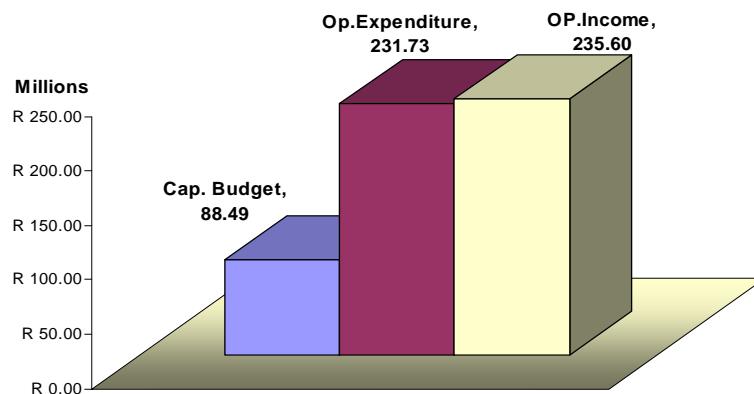
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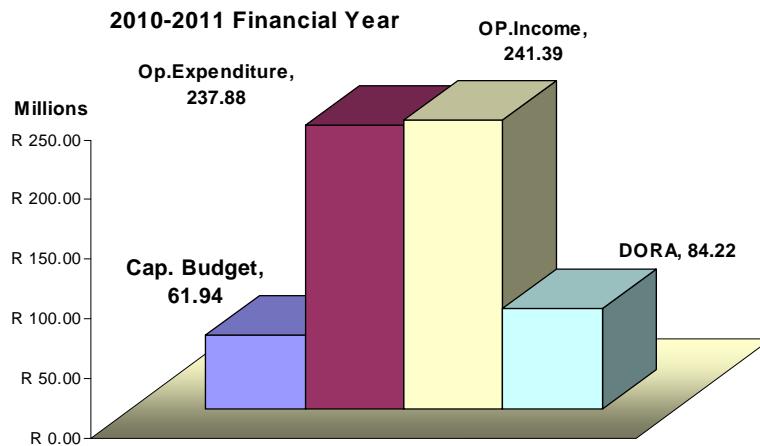
IDP 2010-2014



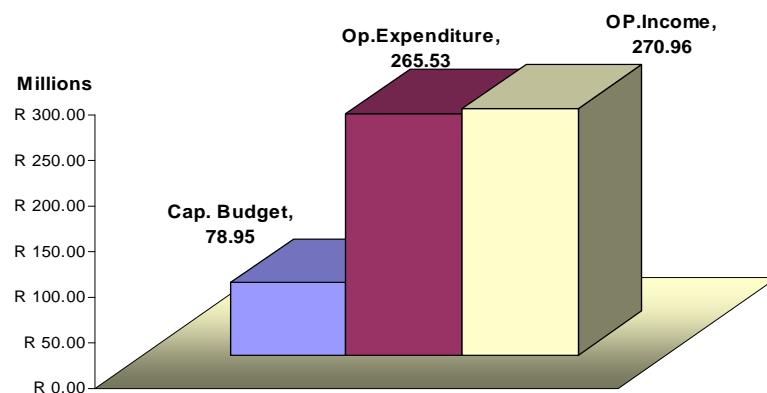
2011-2012 Financial Year



2010-2011 Financial Year



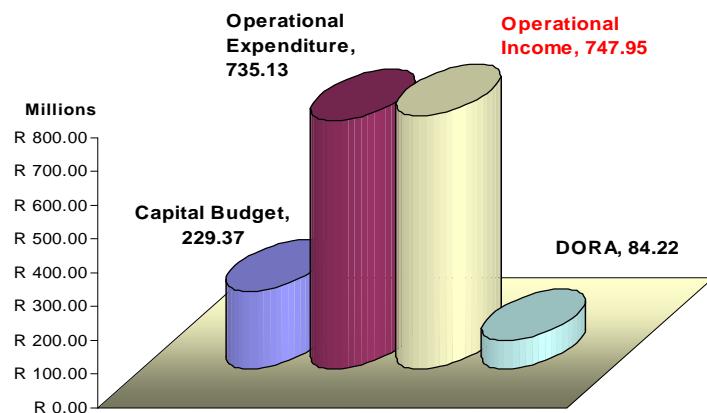
2012-2013 Financial Year



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2010/2013 IDP/BUDGET LINKAGE



Summary 2010/2013 Budget

IDP/Budget Linkages	Budget
Capital Budget	R 229,365,130.00
Op.Expenditure	R 735,134,485.00
Operational Income	R 747,947,670.00
DORA	R 84,217,160.00
Total	R 1,796,664,445.00





Chapter 10

Performance Management System



West Coast District Municipality

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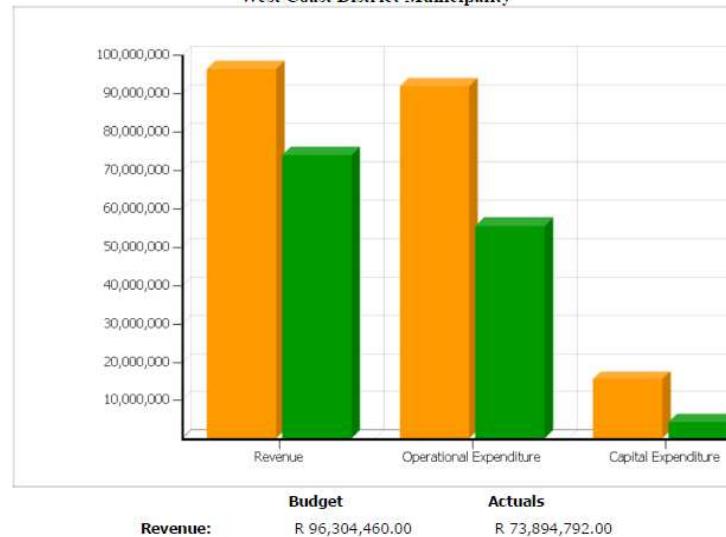
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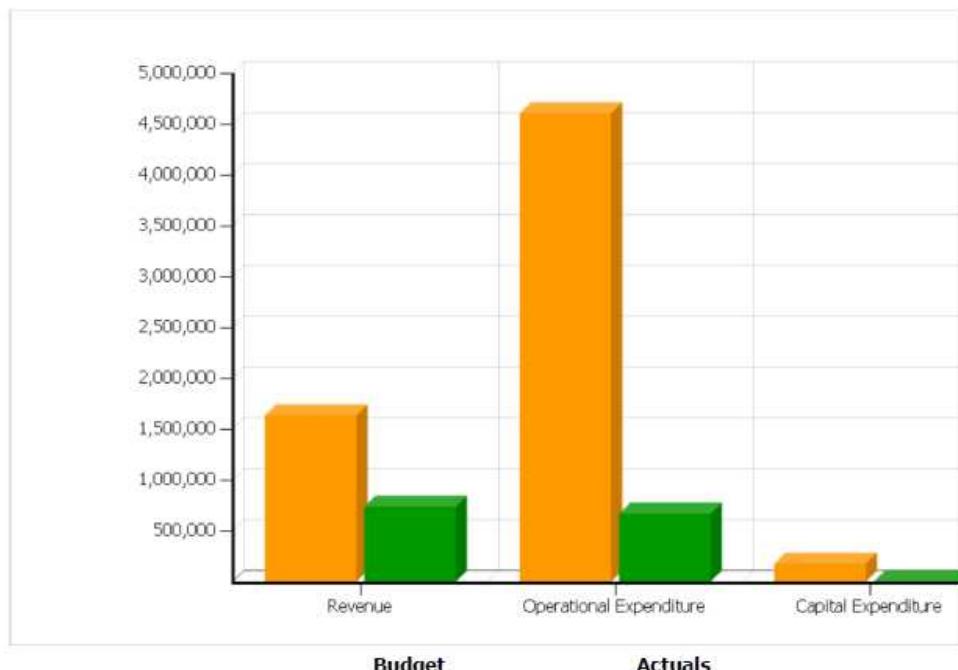
SDBIP 2009/2010: Report - Dashboard

Results from Jul 2009 to Dec 2009

West Coast District Municipality



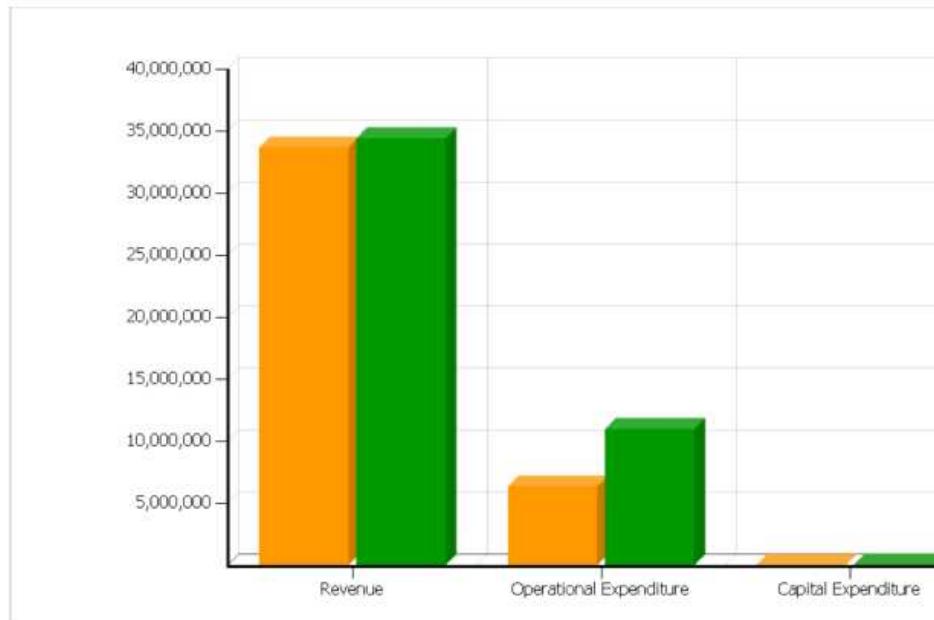
Corporate Services



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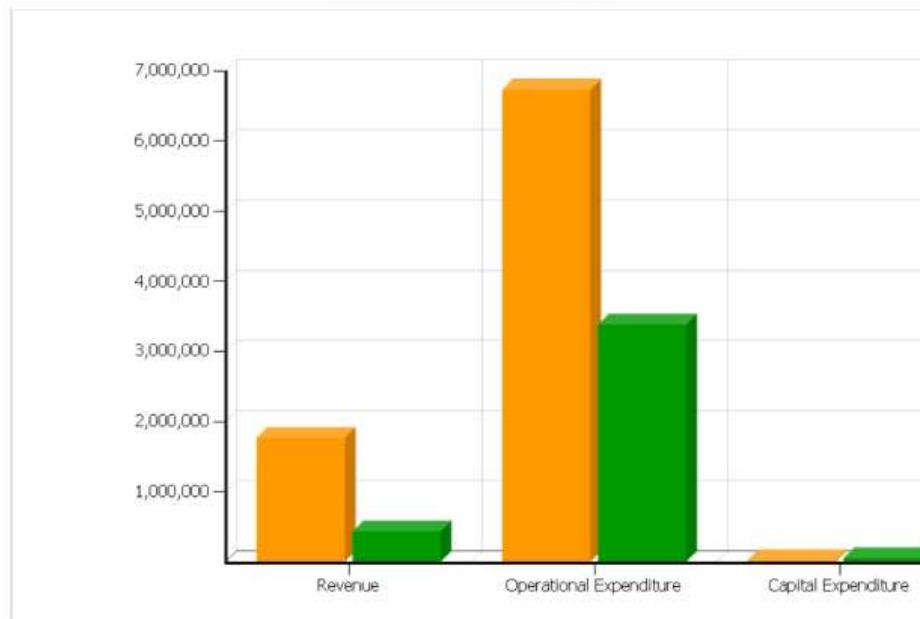


Financial Services



	Budget	Actuals
Revenue:	R 33,669,550.00	R 34,397,954.00
Opex:	R 6,340,229.00	R 10,966,263.00
Capex:	R 12,500.00	R 15,411.00

Municipal Manager & Council

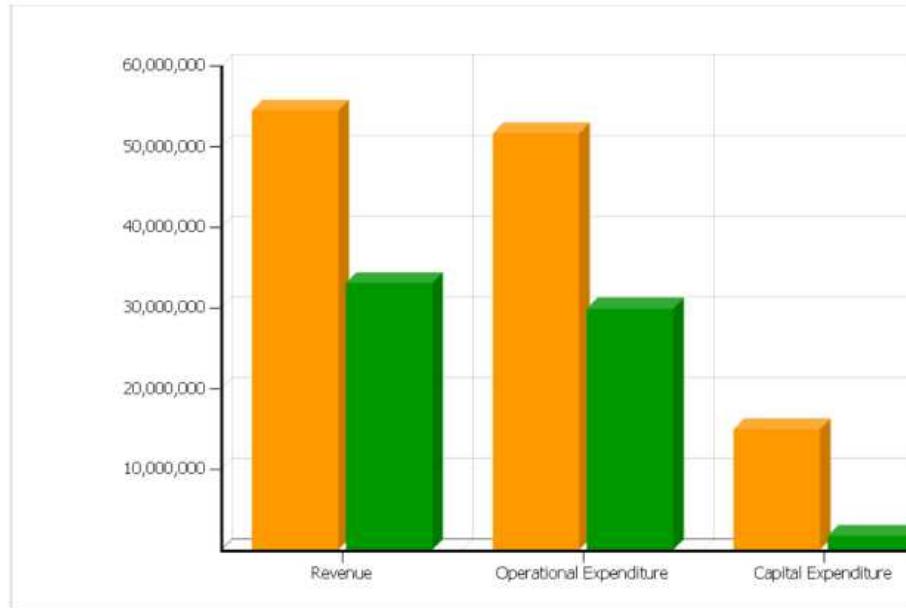


	Budget	Actuals
Revenue:	R 1,764,536.00	R 430,878.00
Opex:	R 6,727,461.00	R 3,379,979.00
Capex:	R 18,625.00	R 47,317.00



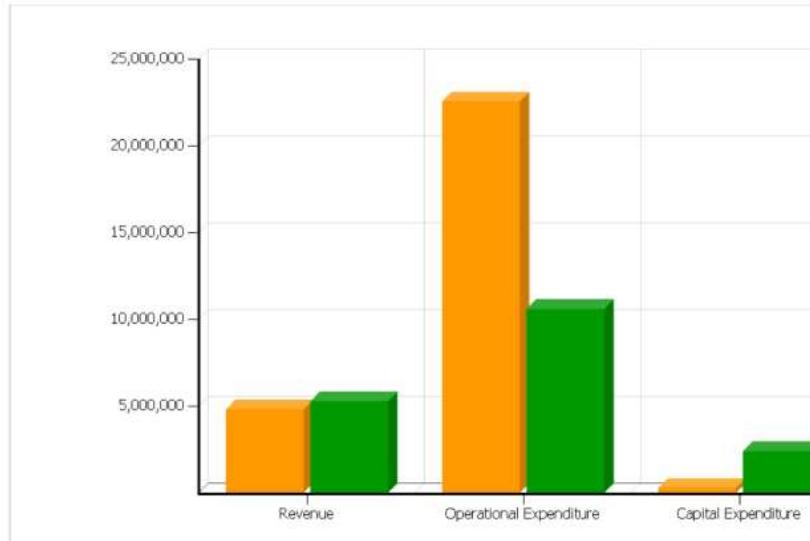


Technical Services



	Budget	Actuals
Revenue:	R 54,441,771.00	R 33,062,539.00
Opex:	R 51,606,762.00	R 29,889,903.00
Capex:	R 14,912,500.00	R 1,703,457.00

Community & Social Services



	Budget	Actuals
Revenue:	R 4,795,491.00	R 5,266,906.00
Opex:	R 22,547,226.00	R 10,591,246.00
Capex:	R 274,437.50	R 2,387,043.00

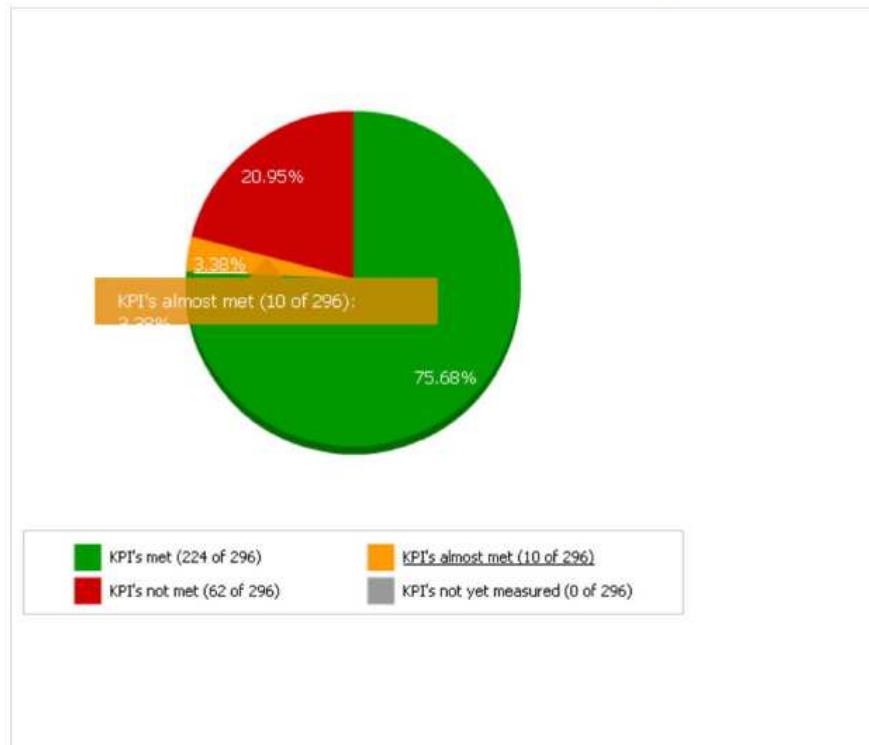




SDBIP 2009/2010: Report - Dashboard

Results from Jul 2009 to Dec 2009

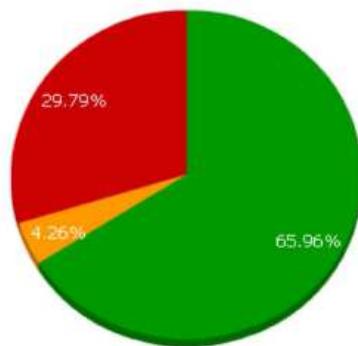
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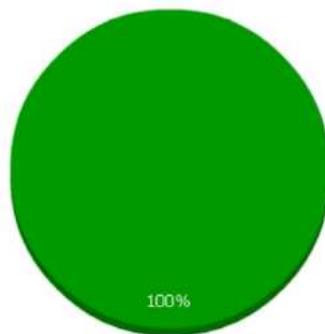


Community & Social Services



█ KPI's met (62 of 94)	█ KPI's almost met (4 of 94)
█ KPI's not met (28 of 94)	█ KPI's not yet measured (0 of 94)

Financial Services



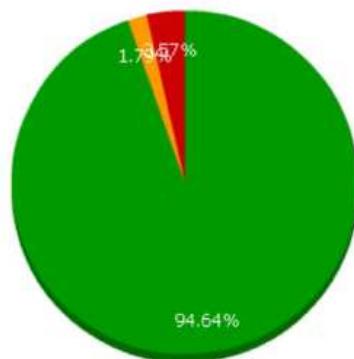
█ KPI's met (40 of 40)	█ KPI's almost met (0 of 40)
█ KPI's not met (0 of 40)	█ KPI's not yet measured (0 of 40)



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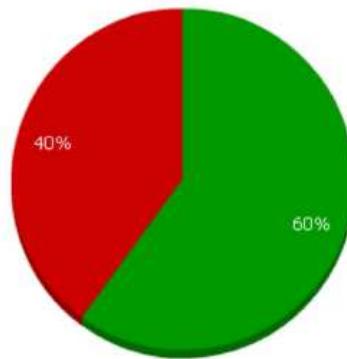


Corporate Services



■ KPI's met (53 of 56)	■ KPI's almost met (1 of 56)
■ KPI's not met (2 of 56)	■ KPI's not yet measured (0 of 56)

Municipal Manager & Council



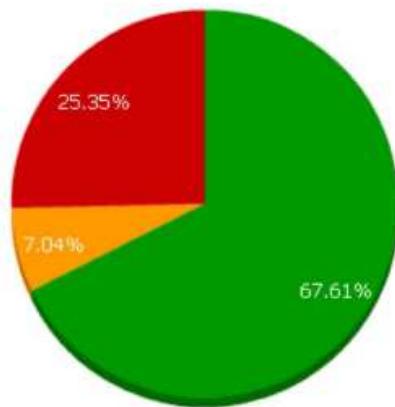
■ KPI's met (21 of 35)	■ KPI's almost met (0 of 35)
■ KPI's not met (14 of 35)	■ KPI's not yet measured (0 of 35)



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Technical Services



- [Green square] KPI's met (48 of 71)
- [Red square] KPI's not met (18 of 71)
- [Orange square] KPI's almost met (5 of 71)
- [Grey square] KPI's not yet measured (0 of 71)



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Chapter 11

DMA Needs





ALGERIA

	Behoefte	Verantwoordelik Dept / Agent	Aksie	Begroot	Vordering	Tydsraamwerk
OKTOBER - NOVEMBER 2009						
Infrastruktur	Gruis op slegte paaie	WKDM - Dept TD	Afhangend van befondsing; Paaie geniet aandag volgens prioriteit.			
	Voorlopige gruisblad: toegangspad	WDM - Dept TD				
	Versterking van voetbrug	WKDM - Dept TD	Sal aanspreek.			
	Afskortings in saal vir kliniek dienste	WKDM - Dept TD				
	Paviljoen by sportveld	WKDM - Dept TD	Sal plan teken, kwotasies aanvra en befondsing soek.			
	Behuising	WKDM - Dept TD	Kyk om 3 verskillende bouplanne op te trek; Begunstigdes sal keuse hê van plan.			
	Wandelpad bruggie wat aansluit by Padstal en donkiekar.	WKDM - Dept TD				
	Spreilige: Rugbyveld	WKDM - Dept TD				
	Rekenaar lokaal	WKDM - Dept TD	WKOD kan rekenaars voorsien; gemeenskap moet lokaal voorsien. Lys van benodighede moet opgestel en WKDM voorsien word.			
	Speelgroep lokaal	WKDM - Dept TD				
Sosio-Ekonomiese Ontwikkeling	Opleiding: Bemagtiging van vroue	WKDM - Dept GD	Sal opneem met Dept Arbeid om behoefte bepaling te doen en sal daarvandaan werk.			
	Ontwikkeling van piekniek area by padstal	WKDM - Dept GD	Formele versoek en besigheidsplan.			
				19-Apr-10		
Infrastruktur	Spoedwalle	WKDM - Dept TD				
	Straatnaam borde	WKDM - Dept TD				
	Indraai : Aanwysing van dorpsnaam	WKDM - Dept TD				



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Sosio-Ekonomiese Ontwikkeling	Vullis verwydering - Skoonmaak van Strate	WKDM - Dept TD	Verantwoordelikheid van werke voorman.			
	Voltooing van Muur	WKDM - Dept TD	deel van Plaveisel projek / praat met Kobus			
	Parkie	WKDM - Dept TD	Verkry witsand (riviersand) vir speelpark			
	Rekenaar lokaal	WKDM - Dept TD	behoefte bepaling			
	Saal : Gordyne	WKDM - Dept TD	Sodra ander sale afgehandel is; voor einde van finansiële jaar.			
	Versterking van voetbrug	WKDM - Dept TD	Sal aanspreek			
	Piekniek area	WKDM - Dept GD	Formele versoek en besigheidsplan.			

KLIPRAND LANDBOU VERENIGING						
Behoefte	Verantwoordelik Dept / Agent	Aksie	Begroot	Begroot	Vordering	Tydsraamwerk
		OKTOBER - NOVEMBER2009				
Infrastruktur	Selfoon opvangs: hoe ver is proses	WKDM - Dept MB	In gesprek met ICASA			
			14 APRIL 2010			
Infrastruktur	Selfoon Ontvangs : Selfoon Sein nodig vir oorbetaling van staats toelae	WKDM - Dept MB	Afhangend van MTN,CELL C, VODACOM			
	Swak toestand van ondergeskikte paaie	WKDM - Dept MB	Sal H Esterhuysen vra om skraap program aan boere te verskaf			
	Instel van padkampe i.p.v. trokke vervoer (trokke wat vinnig ry en paaie wat nie in goeie toestand is)	WKDM - Dept MB	Sal met H Esterhuysen bespreek.			
	Telkom Lyne : Geen nuwe lyne nie	WKDM - Dept MB	Telkom is nie bereid om meer punte te maak			



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BITTERFONTEIN LANDBOU VERENIGING

	Behoefte	Verantwoordelik Dept / Agent	Aksie	Begroot	Vordering	Tydsraamwerk
OKTOBER - NOVEMBER 2009						
Infrastruuktur	Bord by N7 (Nuwerus) wat Brandsebaai aandui.	WKDM - Dept TD	Versoek oorhandig aan Provincie.			
	Omheining van stortings terreine by Bitterfontein en Nuwerus	WKDM - Dept TD	Voltooï/ In proses			
	Plavei van strate in Sentrale Sake Gebiede (Bitterfontein en Nuwerus)	WKDM - Dept TD	Sodra plavei projekte tans aan die gang afgehandel is; daarna by Kliprand begin.			
	Pyplyn by Nuwerus: Wanneer gaan pompstasie na rugbyveld opgesit word?	WKDM - Dept TD	In proses			
	Terugvoering oor lhububezi gasprojek.	WKDM - Dept MB				
	Elektrisiteits aansluitings na plase	ESKOM	DME, ESKOM, Plaaseienaars se bydrae. Eskom se finansiële posisie nie baie goed. Vergadering met Noord Kaap volg.			
Sosio-Ekonomiese Ontwikkeling	Stortingsgat by Rietpoort wat heeldag brand: maatreëls vir herwinning van materiaal	WKDM - Dept GD	Wetgewing geskraap in 2009; by drukkers; wag dat wetgewing aangekondig word.			
	Rondloper honde: Wetgewing wat aanspreek	WKDM - Dept GD				
	Opleiding vir plaaswerkers	WKDM - Dept GD	Spesifiseer tipe opleiding vir ondersoek van verdere moontlikhede.			
	Moontlikheid van voorkomings programme wat werk	WKDM - Dept GD	Plaaswerkers te min en plase ver van mekaar, onrealisties om FASfact programme te loots op plase. Kyk na alternatiewe.			



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	All Pay: Of toelae in 4 paaiemente in rekening van persone betaal kan word?	WKDM - Dept GD	Een persoon kan optree as administrateur v 6 persone en dit weekliks in paaiemente kan uitbetaal.			
	Opleiding aan ouers : Kindersorg	WKDM - Dept GD	Opleiding vir veiligheids ouers volg. Sal slegs Nuwerus insluit aangesien Bitterfontein reeds deur BADODMA en Dept Maatskaplike Ontwikkelig gedek was.			
	Skaapskeer: Dat persone in BKB se spanne ingedeel word wat in Boland skeer.	WKDM - Dept MB	In gesprek met persoon verantw. vir Vaardigheids opleidingby Dept. Hoër Onderwys.			

			05 MEI 2010			
Infrastruktur	Waterforum: wanneer word gestig?	WKDM - Dept TD	Tans besig met water servitute			
	Afbakenings Raad - Moontlikheid dat Lepelsfontein onder Wes Kaap sorteer (afstand)	WKDM - Dept TD	Kan brief rig aan Premier se kantoor om aan te stuur na Nasionaal			
	Vullis by Oom Hennie se plaas	WKDM - Dept TD	Vullis wat uitval moet weer opgetel word			
	Kerk kantoor by Nuwerus: riool aansluiting	WKDM - Dept TD				



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KLIPRAND

	Behoefte	Verantwoordelik Dept / Agent	Aksie	Begroot	Vordering	Tydsraamwerk
OKTOBER - NOVEMBER 2009						
Infrastruktur	Leegpomp van toilette	WKDM - Dept TD	Voorwerpe mag nie in toilette gegooi word.			
	Plavei van strate	WKDM - Dept TD	Sodra huidige plavei projekte afgehandel is; (nuwe finansiële jaar)			
	Bestuurslisensie opleiding	WKDM - Dept TD	Wil kyk hoe projek beter bestuur kan word.			
	Stormwater bruggie by drifpie	WKDM - Dept TD	Sal aanpsreek met plavei projek.			
	Landbou grond	Dept Landbou				
	Vullisverwydering	WKDM - Dept TD				
	Omheining en opheffing van sportgrond	WKDM - Dept TD	Sal met volgende finansiële jaar aanspreek.			
	Water by begrafplaas	WKDM - Dept TD	Deels aangespreek; wag vir terugvoering van Isak Nel om te begin met pyleiding.			
	Voorsiening van bome	WKDM - Dept TD	Sal aangespreek word met afhandeling van pyleiding.			
	Omheining van saal	WKDM - Dept TD				
Sosio Ekonomiese Ontwikkeling	Naaldwerk projek: Befondsing en bemarking	WKDM - Dept GD	Gelde was oorbetaal.			
	Noodhulp opleiding	WKDM - Dept GD	EMS gaan verdere opleiding in DMA aanbied. Name moet aan Jaco gegee word.			
	Beskikbaarheid van suurstof masker	Dept Gesondheid	WDM sal by betrokke Dept verneem of moontlik.			
	Behoefte om reptieltoerisme te ontwikkel	WKDM -Toerisme	Navorsing en impakstudie moet gedoen word om volhoubaarheid vas te stel van reptiel roete.	R20 000		



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14 APRIL 2010					
Infrastruktur	Verwydering van vuillis hope	WKDM - Dept TD	Sal kyk om hope te verwijder met masjien.		
	Water in Begraafplaas	WKDM - Dept TD	Halfpad aangespreek.		
	Skadubome by Begraafplaas	WKDM - Dept TD	Sal aansprek met afhandeling van pyphyding.		
	9 Erwe beskikbaar	WKDM - Dept TD	J Ovis besig met opname		
	Kleuterskool : spoeltoilet	WKDM - Dept TD	Toilet van saal kan as tydelike reëling gebruik word.		
	Selfoon ontvangs	WKDM - Dept TD	ICASA besig met ondersoek		
	Telefoon hokkie aansoek	WKDM - Dept TD	Telkom sukkel met radio frekwensie		
Sosio Ekonomiese Ontwikkeling	Naaldwerk Projek : Bemarking + Telefoon	WKDM - Dept GD			
	Opleiding vir begunstigdes van Regerings Toelaes	WKDM - Dept GD	Sal voor Junie geadverteer word		
	Gesondheids Inspekteur moet besoek aflê oor water verslag.	WKDM - Dept GD	Sal formeel bekend gestel word		
	Suurstofmasker	WKDM - Dept GD	EMS het versoek ontvang / sal opvolg		
	Bestuurders Licensie	WKDM - Dept GD	Kyk hoe projek beter bestuur kan word.		



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STOFKRAAL

	Behoefte	Verantwoordelik Dept / Agent	Aksie	Begroot	Vordering	Tydsraamwerk
OKTOBER - NOVEMBER 2009						
Infrastruktur	Grawe van grafe vir 2010	WKDM - Dept TD				
	Verbreding van Stofkraal toegangspad vanaf N7	WKDM - Dept TD				
	Saal: Kleedkamer, ventilasie in kombuis	WKDM - Dept TD	Sal probeer om voor einde van finansiële jaar af te handel.			
	Wagkamer by kliniek	WKDM - Dept TD				
	Oogradering van Sportgrond: Paviljoen, toilette, kragpunt, parkeerplek	WKDM - Dept TD				
	Landbou: skep van vee suipings (brakwater aftappunt)	WKDM - Dept TD	WDM sal skakel met Dept Waterwese oor geskiktheid van water.			
	Dames / Jeug ontspanningsgeriewe	WKDM - Dept GD				
	Telefoon koppeling na saal wanneer kantoor nie beman word.	WKDM - Dept TD				
	Afbakening van sandput myn	WKDM - Dept TD				
	Water aansluitings	WKDM - Dept TD	Deurlopend soos aansoek ontvang word.			
	Omheining van boorgat (gevaar risiko); mag water gebruik word?	WKDM - Dept TD	Water te brak vir verbouing van groente			
	Omheining van Stofkraal	WKDM - Dept TD	Onprakties			
Sosio-Ekonomiese Ontwikkeling	Oprigting/vestiging van supermark of winkel	WKDM - Dept KMB	Skakeling met Red Door; Moet privaat inisiatief wees.			
	Werkloosheid: Opleiding, toerisme, EPWP	WKDM - Dept GD	Fondse beskikbaar; Kwotasie vir fasiliteerder by VKB. Sal kyk na volhoubare projekte.			
	Vredendal wagkamer (warm)	WKDM - Dept TD				
	Werkskeppings projek voor Kersfees	WKDM - Dept TD	Moet projekte identifiseer			
	Rondloper vee	WKDM - Dept GD	Indien diere/vee gesondheids gevare inhou sa Municipaliteit optree volgens verordeninge.			



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			19 APRIL 2010			
	Omheining van Stofkraal: versoek om in samewerking met Dept. Landbou te doen - A Dayson , Vredendal	WKDM - Dept TD				
	Rondloper Vee	WKDM - Dept TD	Indien diere/vee gesondheids gevare inhou sa Municipaliteit optree volgens verordeninge.			
	Sokkerveld : Oppervlakte skraap	WKDM - Dept TD	Sal skraap program kry, maar voertuig mag nie op sokkerveld skraap nie			
	Rekenaar fasiliteite en Opleiding	WKDM - Dept TD				
	Telefoon/Faks/Kopieer/drukker Fasilitet : gemeenskap gebruik	WKDM - Dept TD	John Ovis besig om probleem aan te spreek			
	Pad projek en laagwater bruggies	WKDM - Dept TD	Gruis is opgebruik / was provinsie se projek			
	Gebruik van brakwaterlyn vir vee	WKDM - Dept TD	Skriftelike toestemming brief vanaf WDM aan Waterwese			
	Skraap van paaie in woonbuurt	WKDM - Dept TD	Operateur moet aangespreek word om op die regte manier te skraap			
	Verbreding van stofkraalpad vanaf N7	WKDM - Dept TD				
	Wagkamer : Veiligheid, Ligte, Toesig	WKDM - Dept TD	Probleem uitgesorteer- J Ovis			
	Opvang van reënwater vanaf saal dak: of groen tenk aangewend kan word.	WKDM - Dept TD				
	Saal : Kombuis venster aanbring & Hekkie	WKDM - Dept TD	Sal probeer om voor einde van finansiële jaar af te handel.			
	Werkskepping projekte ; Steenmakery	WKDM - Dept GD & TD	Mnr Van der Westhuisen nin gesprek met DWA			
	Noodhulp Opleiding	WKDM - Dept GD	John Ovis besig om probleem aan te spreek			



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MOLSVLEI

	Behoefte	Verantwoordelik Dept / Agent	Aksie	Begroot	Vordering	Tydsraamwerk
Infrastruktur	Spoeltoilette: Moontlike datum wanneer sal realiseer	WKDM - Dept TD	Ondersoek, befondsing, omskakeling, implementasie			
	Lae inkomste behuising	WKDM - Dept MB				
	Inlywing by Matzikama Munisipaliteit: vergadering met afbakeningsraad.	WKDM - Dept MB	Teen 2011			
	Oprigting van gebou vir gemeenskaps winkel	WKDM - Dept TD	WDM sal fasiliterende rol speel met Red Door / Plek Plan			
	Nuwe krag aansluitings	WKDM - Dept TD	ESKOM het nie befondsing.			
	Nuwe water aansluitings: wanneer en wil nie fooi betaal soos met vorige aansluitings	WKDM - Dept TD	Tegniese span huidiglik besig met wateraansluitings.			
	Omheining van sokkerveld	WKDM - Dept TD	Sokkerspan sal self doen			
	Vervoer na dokterspesialis: Vra dat Nood Mediese Dienste hul ondersteun om nodige skakeling te doen.	WKDM - Dept TD	Behoeftes afhangend van befondsing; Ambulans proses van Bitterfontein moet na ander areas in WK Streek uitgebrei word. Sal deur ITP kyk hoe kan aanspreek.			
	TV Opvangs: uitbreiding van kanale	WKDM - Dept TD				
	Saal: Dak lek, Kombuis vir saal	WKDM - Dept TD	Moet aanmeld by kantoor.			
	Skraap van pad wat privaat pad is	WKDM - Dept TD				
Sosio Ekonomiese Ontwikkeling	Skoonmaak projek voor Kersfees: terugvoering oor aansoek.	WKDM - Dept TD	Afgehandel			
	Noodhulp: advertering en gemeenskaps insette	WKDM - Dept GD	Opleiding van sportspersoon: 10-11/4/10; EMS beplan opleiding vir area.			
	Roadshow vergaderinge te gou	WKDM - Dept MB				
	Aankoop van Landbou grond	WKDM - Dept MB	Gesprek met Landelike Ontwikkeling; sal weer onder aandag bring.			



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	Ontwikkel 'n wandelroete in die Rietpoort omgewing	Dept GD & Toerisme	ID roete; Ontwikkel met GPS koordinate ingesluit; Stel brosjiure oor roete saam; Launch en bemark roete.	R20 000		
			19 APRIL 2010			
	Kommunikasie: Koerante word nie in area versprei	WDM- Dept KD				
	Leegpomp van UDS toilette: R100 onbekostigbaar	WKDM - Dept TD	sal opvolg- Name moet by kantoor ingehandig word			
	Ongebruikte gruis: aanwend vir gate in pad	WKDM - Dept TD	Nie WDM se gruis - Sal probeer aanspreek			
	Toegangspad- Meer gereeld geskraap word.	WKDM - Dept TD				
	Landbou grond behoeft	WDM - Dept KMB	In gesprek met Dept Grondsake			
	Vervoer probleem: dokters besoeke	WKDM - Dept TD				
	Straat ligte	WKDM - Dept TD				
	Strate en straatname	WKDM - Dept TD				



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PUTSEKLOOF

	Behoefte	Verantwoordelik Dept / Agent	Aksie	Begroot	Vordering	Tydsraamwerk
OKTOBER - NOVEMBER 2009						
Infrastruktur:	Plaveisel projek	WKDM - Dept TD	Probeer om alle plaveisel projekte wat tans aan gang is af te handel.			
	Onafhanklike beampete van Landbou: volhoubare bestuur van weidingkampe		Opgeneem met Dept. Landbou.			
	Omheining van Putsekloof (diere wat in dorp loop en plante vreet)	WKDM - Dept TD				
	Behuising vir persone wat in sinkhuise woon.	WKDM - Dept TD	Aansoek sal vroeg in 2010 hanteer word. Toestemming is verkry vanaf Dept. Grondsake			
	Water kwaliteit	WKDM - Dept TD	Probleme moet onder J Ovis of kantoor se aandag gebring word.			
	Sokkerveld vir Putsekloof	WKDM - Dept TD	Afhangend van beskikbaarheid van fondse; Sportvelde word van 'n punt af afgehandel.			
	Groen water tenke: WCCF sou voorsien, maar het nie befondsing. Of WKDM kan voorsien?	WKDM - Dept TD				
	Alternatiewe waterbron vir groentetuine	WKDM - Dept TD	WDM sal kyk na moontlikheid van boorgat; Water nie geskik vir groente vanuit toetse deur Dept Landbou gedoen.			
	Hulp en ondersteuning met projekte	WKDM - Dept TD	WDM sal faciliterende rol speel met relevante rolspelers.			
	Straatligte: aanbring van lig by telefoonhokkie; met wie moet skakel oor ligte wat dood is?	WKDM - Dept TD	ESKOM het nie fondse.			
	Werkskepping projek voor Kersfees.	WKDM - Dept TD	Water te brak vir verbouing van groente			
	Selfoon ontvangs	WKDM - Dept MB	Aansoek reeds deurgegee aan MTN; Ekonomiese vatbaarheid speel rol.			



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20-Apr-10					
Infrastruktuur:	Huise : Persone sonder huisvesting moet ook in ag geneem word. Nie net sinkhuse bewoners	WKDM - Dept TD	Sal opname maak sodra grondeise aangehandel is en met behuisingsprojek begin is.		
	Leegmaak van toilette	WKDM - Dept TD	Sal opvolg		
	Waterkwaliteit: of probleem by kraan of lyn is?	WKDM - Dept TD	Persone moet monster neem en rapporteer by kantoor sodat K Mtsewu dit toets.		
	Straatlige : reggemaak word	WKDM - Dept TD	Eskom sal aanspreek		
	Stormwater pipe langs saal	WKDM - Dept TD			
	Nepotisme : familie en vriende van amptenare kry voordeel by werk	WKDM - Dept TD	Almal moet regverdig geleenheid gegun word. Einde Junie sal 'n deursigtige lys tov spandering in die DMA oor die afgelope 5 jaar gegee word. Soortgelyke gevalle moet aangemeld word (Fraud & Corruption Hotline).		
	Grond eise status	WKDM - Dept KMB	Tegniese komitee vergadering kan gehou word.		
Sosio-Ekonomiese Ontwikkeling	Bestuurderslisensies	WKDM - Dept GD	Kyk hoe proses beter bestuur kan word; sal weer uitrol.		
	AET opleiding	WKDM - Dept GD	Gesprekke tans met Mr Cloete om te faciliteer		
	IDP Reps gebruik vir kommunikasie: kennisgewings+ werk advertensie vroegtydig plaas.	WKDM - Dept GD	Kennisgewings moet deur IDP Reps versprei word		
	Keuring vir spyseniering moet geroteer word.	WKDM - Dept GD			
	Vervoerprobleem van leerlinge wat op koshuis in Nuwerus is.	WKDM - Dept GD	ITP sal aanspreek		



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NUWERUS

	Behoefte	Verantwoordelik Dept / Agent	Aksie	Begroot	Vordering	Tydsraamwerk
OKTOBER - NOVEMBER 2009						
Infrastruktur:	Plaveisel projek: geskil met kontrakteur	WKDM - Dept TD	Opgelos			
	Gedienste erwe vir behuising	WKDM - Dept TD	In Proses			
	Omheining en gras vir speelpark	WKDM - Dept TD	Onprakties			
	Sportgronde: gras	WKDM - Dept TD	Na afloop van water projek.			
	Omheining van sportgronde pap	WKDM - Dept TD	Uitstaande			
	Paviljoen by sportgrond	WKDM - Dept TD	In proses			
	Taxi staanplek by sentrum	WKDM - Dept TD	Afhangend van fondse			
	Tuisnywerheid by sentrum	WKDM - Dept TD	Afhangend van fondse			
	Krag masjien moet geskuif word na sentrum	WKDM - Dept TD	Gaan oor na Matzikama Mun. Onderhandel			
	Spreiligte by sokkerveld	WKDM - Dept TD	Indien fondse beskikbaar is.			
	Straatligte	WKDM - Dept TD	ESKOM nie fondse			
	Swak toestande van privaat huise	WKDM - Dept TD	Privaat eiendom			
	Meer kragproppe in huise	WKDM - Dept TD	Privaat eiendom			
	Leë HOP huise	WKDM - Dept TD				
Sosio-Ekonomiese Ontwikkeling	Opsigter vir speelpark	WKDM - Dept TD	Onprakties			
	Aanhou van diere (bye / varke)	WKDM - Dept GD	Verordeninge is by wetgewer se drukkers en is die proefdruk in afwagting.			
	Mense bedryf besighede op hul woonbuurt	WKDM - Dept GD	Mense het destyds toestemming verkry om huiswinkels te bedryf, maar mag nie speletjies masjiene aanhou op persele.			
	Landbou grond vir kleinboere	WKDM - Dept GD	Stel ondersoek in na grond.			



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	AET klasse moet begin	WKDM - Dept GD	Vergader 6/5/10 en sal terugvoering gee aan GOP Vertw.			
	Droogtehulp	WKDM - Dept FD	Kan nêrens terugkry.			
Infrastruktur			05 MEI 2010			
	Omheining: pap, gate onder waar honde kan deur.	WKDM - Dept TD	Sal aanspreek			
	Huiswinkels: Hersonering	WKDM - Dept TD	Skakel met P le Roux			
	Dak van Saal : Muur en plafon herstel word	WKDM - Dept TD				

RIETPOORT

	Behoefte	Verantwoordelik Dept / Agent	Aksie	Begroot	Vordering	Tydsraamwerk
OKTOBER - NOVEMBER 2009						
Infra- struktuur	Werkloosheid: Plaveisel projek (opgradering van strate)	WKDM - Dept TD	Handel alle plaveisel projekte tans aan gang af; Kliprand volgende prioriteit.			
	Opgradering van sportgronde	WKDM - Dept TD	Probeer om areas waar tans besig is af handel.			
	Opgradering van toilette na spoeltoilette.	WKDM - Dept TD	Studie tans aan die gang.			
	Omheining: woongebiede en herstel van kamprade waar nodig.	WKDM - Dept TD	Onprakties			
	Opgradering van hooftoegangspad vanaf Bitterfontein na Rietpoort	WKDM - Dept TD				
	Water kwaliteit: Deelname in onderhandelingsproses indien pyplyn van Landplaas na Bitterfontein en Nuwerus realiseer.	WKDM - Dept TD				
	Behuising	WKDM - Dept TD				
	Bestaande toilette wat muskiete lok	WKDM - Dept TD				
	Kennisgewings borde: Samsamshoek, Kleinhoekie en Suurnames	WKDM - Dept TD	In begroting vir 2010/2011			



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	Tender opleiding	WKDM - Dept TD	Sal voor Junie opname maak van watter persone benodig.			
	Subsidies (Vervoer)	WKDM - Dept TD	ITP wat sal aanspreek.			
	Boorgate vir Landbou doeleinades	WKDM - Dept TD	Water te brak vir verbouing van groente; Ook in gesprek met Dept. Landbou.			
	Grafte	WKDM - Dept TD				
	Bestuurders lisensie - opleiding	WKDM - Dept TD	Kyk hoe proses beter bestuur kan word.			
	Motorhek: Rietpoort - Molsvlei	WKDM - Dept TD				
	Afbakening van Distrik bestuurgebied	WKDM - Dept MB	Na verkiesing van 2011.			
	Telkom infrastruktuur: landlyne	WKDM - Dept MB				
	Selfoon opvangs	WKDM - Dept MB				
	Internet en epos fasiliteite by Rietpoort kantoor asook opgradering van rekenaar programme.	WKDM - Dept MB	In gesprek met rolspelers wat rekenaar opleiding verskaf.			
	AET opleiding	WKDM - Dept GD	Tans nie beskikbare fasiliteerde			
Sosio-Ekonomics	Werkswinkel met leerders en skoolverlaters	WKDM - Dept GD	Afgehandel deur Dept. Arbeid.			
	Moontlikheid ondersoek om Sendingroete weer dinamies te bemark	Toerisme	Samesprekings met CTRU			Fase 1 Junie'10
	Ontwikkel 'n wandelroete in Rietpoort omgewing	WKDM - Dept GD & Toerisme	ID roete; Ontwikkel met GPS koordinate ingesluit; Stel brosjure oor roete saam; Launch en bemark roete	R10 000		Junie 2010
			20 APRIL 2010			
	Veeboere: Bekommerd oor wat van hul vee gaan word met afbakening.	WKDM - Dept GD	Alle munisipaliteite het verordeninge oor aanhou van diere.			
	Skoonmaak van UDS toilette.	WKDM - Dept TD	Sal aangespreek word.			



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BITTERFONTEIN

	Behoefte	Verantwoordelik Dept / Agent	Aksie	Begroot	Vordering	Tydsraamwerk
OKTOBER - NOVEMBER 2009						
Infrastruktur:	Riool aansluitings projek (wanneer begin?)	WKDM - Dept TD	Opleiding voor 15 Des 09; Name word op kennisgewingbord geplaas.	R4.1milj		
	Opleiding oor tenders voltooi	WKDM - Dept TD				
	Vervanging van mense wat nie meer betrokke is by plavei projek en bou van saal	WKDM - Dept TD	WDM sal ondersoek, genoeg begroot vir lone.			
	Aanbring van bord wat woonbuurt aanwys.	WKDM - Dept TD	Sal aanspreek.			
	Beligting vir gedeelte vanaf dorp na woonbuurt	WKDM - Dept TD	ESKOM nie fondse.			
	Slote by Rooms Katolieke Kerk baie diep	WKDM - Dept TD	Sal aanspreek.			
	Moontlikheid van verhoging van lone	WKDM - Dept TD	Bedrae word nasionaal vasgestel.			
	Werkskepping vir ongeletterde persone	WKDM - Dept TD				
	Toemaak van "catchpits" (gevaar vir kinders)	WKDM - Dept TD	In proses			
	Plavei van strate: moet een straat voltooi voordat begin met volgende	WKDM - Dept TD	In proses			
	Publieke toilet binne-in dorp	WKDM - Dept TD	Deel van rioolprojek			
	Opgradering van sportgronde: moontlikheid van grasveld	WKDM - Dept TD	Sodra besproeiingswater beskikbaar is; beoog om gesuiwerde rioolwater daarvoor aan te wend.			
	Gevaar / waarskuwings tekens by padwerke baie vaag	WKDM - Dept TD	Afgehandel			
	Kragproppe by paviljoen nog nie gekoppel op krag	WKDM - Dept TD	Deel van opgradering.			



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Sosio Ekonomiese Ontwikkeling	Persone wat nie in aanmerking gekom het vir plavei projek en bou van saal moet ook oorweeg word by ander werkskepping projekte.	WKDM - Dept TD	Probeer sover moontlik almal akkomodeer.			
	Rieldansers: Kas wat kan sluit vir klere; Stukkie grond om op te oefen	WKDM - Dept TD&FD	WKDM het nie beskikbare grond.			
	Maak van 'n HD DVD van die area om die DBG te bemark.	WKDM - Dept GD & Toerisme	ID wat verfilm moet word; ID Diensverskaffer; Verfilm, Druk en versprei DVD's	R35 000		Junie 2010
	Ontwikkel 'n wandelroete in die Rietpoort omgewing	WKDM - Dept GD & Toerisme	ID roete; Ontwikkel met GPS koordinate ingesluit; Stel brosjure oor roete saam; Launch en bemark roete	R20 000		Junie 2010
		05 MEI 2010				
Infrastruuktur	Pad bord uitstaande	WKDM - Dept TD	in proses			
	Spoedwalle : in plaveistraat	WKDM - Dept TD	sal aandag geniet			
	Diefstalle a.g.v. swak beligting	WKDM - Dept TD				
	Beligting by Saal & Ambulansstasie: spreilige op hoeke	WKDM - Dept TD	Sal kyk hoe kan aanspreek.			
	Rem vir rystoel by saal (oppervlak tans glad).	WKDM - Dept TD	Sal onder aandag van Tegniese afd bring.			
	Sloot by Rooms Katolieke Kerk	WKDM - Dept TD	Voltooи huidige projekte; sal daarna aanspreek.			
	Aanbring van bord wat woonbuurt aanwys.	WKDM - Dept TD	Sal aanspreek			
Sosio Ekonomiese Ontwikkeling	Sertifikate wat benodig word vir spyseniering	WKDM - Dept GD&FD	Sal deelmaak van tender opleiding.			



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